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**COVER:** Stephen Sword's showing all the signs of finally getting to grips with the Tyco Suzuki by TAS © Sully

**CONTENTS:** Some mechanical problems you can race through – some you can't... © Sully






 Linguistic Tee



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## COMMENT

**'P'**arting,' wrote William Shakespeare, 'is such sweet sorrow' and after 138 issues steering the good ship DBR I can kinda see where he was coming from. This is my final Editor's comment and it's a surprisingly emotional deal...

Looking back over the last 11-and-a-half years loads has changed in my life – on a personal and professional basis – but the one thing that's remained pretty much constant has been Dirt Bike Rider and the team behind it. We're a bizarre cocktail of waifs and strays with the odd (mainly Oirish) miscreant thrown in to add spice to the mix. But what binds us together is a love of off-road sport and a genuine passion for what we do.

It's a passion that I like to think comes across in the pages of this 'ere magazine which is why you lot keep buying it and why we're still Britain's biggest-selling dirt bike magazine. I slapped that on the cover of the very first issue of DBR I ever edited in February 2001 and it remains there to this day. Other publications have come along over the years and tried to challenge us but despite their smoke, mirrors and blatant bullsh\*t none have succeeded.

I guess what I'm trying to say is I'm no rat, DBR's no sinking ship and we're still Britain's biggest-selling dirt bike magazine! Obviously, I'd like to claim all the credit for this but the truth is every issue of DBR is a huge team effort that starts in the flatulence-filled editorial office shared by myself, Sutty and The Bear and spills outwards – rather like the fetid office air – taking in the internet guy, the advertising design team, the advertising sales team, admin, all the freelance journalists, star columnists, even the printers and distributors, until it reaches you lot. Our lovely readers.

Over the years I've been fortunate enough to work with some top people – too many to mention by name – and make some life-long friends. Again, no names – you all know who you are.

But it's time for me to move on and by the time this issue goes on sale I'll be getting ready to start a new life as Communications Manager for Events 22, promoters of – among other things – the Red Bull Pro Nationals and an up-coming, sh\*t-kicking winter arenacross series that's going to revolutionise indoor racing in this country. Well, maybe not revolutionise but it's certainly going to take the sport by the hairy boys, give 'em a good squeeze and drag the whole shooting match kicking and screaming into the 21st Century.

Anyways, parting may very well be sweet sorrow and the Bard no doubt had it nailed but I hate protracted goodbyes so I'm going to end my final comment with a quote from dysfunctional fat kid Eric Cartman which while not nearly as profound is every bit as relevant.

'Screw you guys, I'm going home...'

*Sean*



© Andrew Watch

*Angry Nez spots the 50 pounce  
Bry Mac had dropped in the  
previous moto...*

## NEWSH PAW UND!

*MORE MONTHLY MUSINGS AND MOTO-MUTTERINGS FROM DBR'S  
VERY OWN CANINE CRUSADER – AKA DEPUTY DAWG!*

**W**ith Officer James Stewart signing for Suzuki and Dean Wilson sidelined for the season with a shoulder injury the AMA nationals have got off to a bit of a funny start. Even so, the racing at the first two rounds – Hangtown and Freestone – has been intense and Officer Stewie and former Rage cover star Blake Baggett lead the way after four fantastic motos. More about that later in the mag though...

The transatlantic swing to South America wasn't exactly MXGP's finest hour with a less than stellar Mexican round at Guadalajara being particularly disappointing. In dry, hot and seriously dusty conditions most of the riders refused to race Saturday's qualifier although they did all take part in both of Sunday's points-paying motos. The TV coverage was terrible, lots of people had stuff stolen and Twitter was alive with reports of a dead dude dumped by the track's doors.

While the venue for the Brazilian round – the world's largest theme park no less – was a billion times better a massive rain cloud came by, dumped its load and turned the Beto Carrero circuit into brown soup. It was a brown soup so sticky that only two riders even bothered starting Sunday morning's warm-up session! The track wasn't any better come race time and the saving grace of the whole thing in my mind was Tommy Searle's double win – not that I'm biased towards the Brits or owt!

While the weather can't be helped,

crappy organisation can and with Youthstream announcing more 'overseas' races next year – one in Thailand, an extra American round rumoured to be a second race in Brazil and then another in the Middle East – I can't help but think that it might be a step too far for many of the non-factory teams.

I can't imagine that either of the Steves – that's Turner or Dixon – saw much change out of 25 grand for their trip to Latin America and with sh\*t coverage one week and a sh\*t covering the next what value for money did they or their sponsors actually receive? And at the end of the day isn't that what the service fee and lack of prize money is to pay for – good global TV coverage?

One thing I missed on the telly but Ray Archer caught perfectly with his Canon in Brazil was Tommy Searle literally using Dylan Ferrandis for grip at the tail end of moto one. About to be lapped, the Frenchman toppled over in front of Tommy and, well, you can see the rest for yourselves...

Back in Blighty it was all going off at the fourth round of the Maxxis which aside from being the world's longest race day ever (even Le Mans has f-all on this bad boy) was actually a pretty decent event – especially that first MXV85 race. Anyhoo, controversy kicked off nice and early with Mel Pocock picking up a one-minute penalty for stopping on the track during qualifying.

While most people thought this was a rule that the ACU had pretty much invented on the spot,

*Traction – if it's there, use it!*



© Ray Archer



Marty Barr's off the LPE Kawasaki team and on the Tyco Suzuki by TAS squad

Mel feels the full weight of the ACU

Check out the 2013 Honda CRF450R – mmm, tasty!



Buildbase Honda boss Dave Thorpe reminded me that Jackson Evans had picked up the exact same penalty one round earlier at Lyng. While the Nando's fiend wasn't too worried about being penalised it definitely affected Mel's day – last pick of the gate in each moto made for bad starts and hard charges through the pack which ultimately led to Mel losing his MX2 championship lead to Elliott Banks-Browne.

EBB actually has two reasons to celebrate this month as not only does he hold the red plate for the first time in his career but his brand new website is live too. If you're an EBB fan log on to [www.elliottbanksbrowne.co.uk](http://www.elliottbanksbrowne.co.uk) and stalk away like a stalkery thing. There are loads of cool vids and cool pics to check out as well as exclusive EBB news and stuff. Boom.

Another rider with plenty to celebrate of late is the number two rat catcher in the world (apparently his dad Mike is still #1) Jamie Law who not only moves up to seventh in the Maxxis standings after a trio of 10ths at Milton Park but picks up a GP ride n'all. With Nathan Parker struggling with an ankle injury that'll only heal if he lets it rest the 450 berth on the STR team was suddenly empty so Steve Turner has hooked up the super privateer for the next few rounds of the championship. Jamie will definitely fill in for the French, Portuguese and Belgian rounds of the series while Angry Nez rests up.

While J-Law picks up a new ride Martin Barr loses his and after struggling to find his form on the Maxxis Henderson LPE Kawasaki in the early part of the season has been released from his contract. "You have to accept sometimes in motocross that a rider and machine just don't gel 100 per cent," says team boss Steve James. "As a machine with championship winning potential the KX450F is a potent weapon but for Martin and the team the results were not in proportion to the effort expended and we had to call it a day by mutual agreement. There's no animosity and it's just one of those things, we've got to put it behind us and concentrate on achieving the results that we and our sponsors know the bike is capable of."

As we went to press it was confirmed that Barr will team up with Red Bull Pro Nationals series leader Stephen Sword at Tyco Suzuki by TAS for the remainder of the year and Ray Rowson will step up to fill the breach in MX1 for LPE – a proven winner on 450s, that could well be a match made in heaven.

While we're not even halfway through this year, next year's bikes are almost upon us and pretty much every manufacturer has given us a sneak peek of what we'll be racing in 2013 – or next month if you're into KTM's. While we're mostly seeing refinements and bold new graphics Honda have gone all out with their CRF450R and produced something with an all-new clutch, plastics, frame,

swing arm, air forks and twin pipes like we saw on their MX2 missile t'other year. Mass centralisation are basically the key words coming out of the red camp. The Yank mags have already ridden 'em so expect a test in DBR soon...

Event news now and with the GP tour running full-bore it's mostly enduro stuff happening in the UK right now with the final round of the British Sprint Enduro Championships going off at Canada Heights on June 16/17 and the last round of the Fast Eddy Xtreme Enduro series – which will be run on a specially built endurocross track at Enduroland in Northamptonshire – going off the Saturday after. Boss Hog's building a badass course for the encounter which should be a real spectator pleaser – more details at [www.fasteddyracing.com](http://www.fasteddyracing.com).

The fifth round of the Maxxis takes place on June 24 at Desertmartin in Northern Ireland. After a crazy fourth round the series has been shaken right up and it's going to be interesting to see if Pocock and Kevin Strijbos can strike back in Porter's Pit. Two weeks later the Red Bull Pro Nationals hit Canada Heights for round three on July 7/8.

And finally a huge well done to two-time MX2 champ Carl Nunn who came out of retirement to take on the young guns in the Maxxis at Lyng. After claiming it wasn't going to happen a few weeks earlier Carl put in three steady rides that netted him a solid 10th overall in the MX1 division.

Until next month keep it shiny side up!







# WIN! WIN! WIN!

## PS3 AND MUD GAME PACKAGE...

**M**ud is the brand new video game that lets you tear up 12 tracks in the FIM MX1 and MX2 world championships and even take part in the Motocross des Nations – all from the comfort of your own games room. Basically the premise is that you can race as any one of 84 real-life pro riders in world championship mode or get down and dirty in a winner-takes-all MXdN battle as you fill the boots of one of the 48 stars who are representing 16 national teams. Chuck in a little FMX action n'all and you've got a game so rad you'll never want to stop playing it which will lead to chronic thumb blisters and an ear to ear grin.

While Mud is available to buy in all good games shops right now – on PS3, XBOX 360 and PC platforms – we're gonna save some lucky readers some cash by giving away six copies of the game for absolutely free. As an added bonus one of those dirty half-dozen will get a **Playstation 3** to play it on too – how cool is that?

To be in with a shout of winning one of these awesome prizes we need you to be able to answer a simple question – which rider won the 2011 MX1 world championship?

Is it: **A: Tony Cairoli**  
**B: Ken Roczen**  
**C: David Philippaerts**  
**D: Alfie Smith**

If you know the answer log on to [www.dirtbikerider.com](http://www.dirtbikerider.com) or use your smartphone to scan the **QR code** that'll take you directly to our homepage. Once you're there follow the competitions link to **dirtZone**, fill in the fields and fire off your entry. The comp closes on **July 5** with the first correct entry drawn at random winning the Playstation 3 and a copy of Mud. Moments later five more winners will be randomly drawn too and they'll each receive a copy of Mud for the PS3.





# THE REVEREND

## SOILED!

IT'S BEEN ANOTHER UP AND DOWN MONTH FOR JAKE BUT HE ENDS IT ON A HIGH AFTER HITTING A VERY LOW NOTE IN A BRAZILIAN AIRPORT...

Words by Jake Nicholls Photo by Sarah Gutierrez

**H**ello all, hope you're good and not too sunburnt! I'm actually a bit emotional typing this column as it's the last time I'll send it to the editor Sean Lawless as he is moving on from DBR. I'd just like to say a massive thanks to Sean for giving me the opportunity to bore you poor sods once a month with my borderline dyslexic literature and for all the nice things he's written about me over the years from when I was a chunky monkey ragging around on a 65cc to now in my GP adventures. Thanks Sean, you're a top bloke and have kept it real all the way and I'm sure you will do well in your next venture while still remaining a Morecambe monger who thinks about men all day long.

So since I last wrote it's been a little bit of a rough old ride if I'm honest, not too bad but not ideal. I said that I hurt my wrist in the second moto in Fermo and it stayed sore all week but I had to race the following Sunday at a place called Wuustwezel in Belgium for an international that our main sponsor Nestaan had put some money into. To be honest I owe a lot to Donjoy for sending me a wrist brace to use that weekend as I'm 100 per cent I wouldn't have been able to ride without it. And riding with it was a breeze – I could hardly tell I had it on.

The day started off slowly for me as I was very nervous about the wrist and I hadn't ridden since the previous Sunday but as the day went on I progressed and I won the second race in the MX2 class – it was a mixed Open class race – and in the third race I was on pace with Leok and Guarneri who were the leaders. But then I tucked the front in a fast turn and corkscrewed my hip around when the bike flipped on top of me. For an instant I thought I was f\*\*ked – I couldn't move as I was in a lot of pain and shock plus I was winded as well. Once the pack passed I crawled off the track and eventually got up on my feet but I started to feel sick with the pain I was in – Blu said I was as white as a ghost – so I eventually got stretchered off the track. That night the x-rays revealed nothing broken in the hip so I then went about trying to walk

on it which wasn't too bad.

After two days resting it I found out I'd massively stretched the ligament around the hip which caused huge contractions which was the core of the pain. Then the Wednesday after I had to sit on a plane and travel to Mexico which was a 27-hour trip from start to finish with three different flights. The hip didn't feel brand new after that I've got to admit.

We looked at the track on Friday and everyone's opinion was the same – it looked average. I walked the track on Friday in a pair of white trainers so that gives you an idea of how under-watered it was. Johnny Blyth from our local track Blaxhall would have shown them how to do it – he knows that it's the watering that you do before that counts. He starts to water the track there on a Wednesday evening before a Sunday meeting and people pay £50 to race there. The teams pay thousands to take us riders and mechanics to these places like Mexico and we turn up to a place like that...

It was piss poor and when the riders decided not to ride on Saturday in the qualifying race it was the best thing that could have happened. Obviously there were the Mexicans and the other two that decided to ride but the normal people didn't. Sunday morning we turned up to a flooded track which we all expected after Tortelli's knob comments on Saturday evening. I felt pretty pants all weekend as the track didn't flow and there was a lot of hard landings which was real tough on my wrist and also no permanent lines anywhere so my hips were getting pulled about like hell. After seeing a dead body Saturday morning and nearly getting the windows smashed in by old blokes leaving the track later I was pleased to leave Mexico in one piece. It's a shame to feel like that as I'm sure Mexico has some really nice spots but I still feel pretty bitter about the place and not-so-nice people.

That week I got sunburnt by the pool on Monday then travelled all day Tuesday to Brazil which was on the other end of the scale, a fantastic venue and a great modern track with good soil and great viewing for

the crowd. But I got sick the Thursday before and was sh\*tting through the eye of a needle from then on. I made it through Saturday but Sunday was much tougher as I had the flu by then and was coughing like hell outta my mouth and ass. That, mixed with the muddy hell, meant 20 minutes into both races I was riding well but ran out of energy as it all went down the toilet five minutes before the race. I was the definition of the expression 'running on empty'. I'm a little embarrassed/proud to say that I actually pooped myself in the airport on the way home – ask my mechanic Oly if you don't believe me. I had to call him when I eventually made it to the toilet and told him to tell Blu to bring my spare trackies into the men's toilet so I could carry on the journey! Don't ever say I'm not honest...

So last week was the first time I have ridden mid-week for over four weeks due to injuries and illness. It felt so nice and I really felt the difference at the weekend where I got second overall to Herlings at the Dutch championship round at Axel which was easily as rough as the Lommel GP.

I practised again today and I still stink from it – it's 10pm here and I'm listening to Dire Straits' 'So Far Away' while writing this. My parents came over this afternoon and are following us down to France for the GP this weekend. Tom and I are carrying on down to Portugal after for the GP then it's back to Belgium for the GP here that following weekend. Blu's had enough of me and Tom for the time being and has gone home for a week or two to catch up with her imaginary mates.

I'm going to end this month on a low note.

I'm sad to say the motorcycle world lost a great man a couple of weeks ago with the death of Lee Richardson, a top British speedway rider. Sending all my best wishes to his family. RIP mate.

Go hard #45







# ATMOSPHERIC DOMINATOR

► JERSEY // PANT LIGHTWEIGHT, FULLY-VENTED **REACTOR** RACEWEAR

► HELMET // **GAMMA**

► ONE, TWO // ATHLETE JUSTIN BRAYTON

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Does your knee brace adjust to a custom fit ?



Jeffrey Herlings  
flies high at Matterley  
last year...



...while Tommy Searle  
keeps it lower



## GP A GO-GO!

ARE YOU READY FOR THIS YEAR'S  
MATTERLEY BASIN MOTO-FEST?

If you were thinking it's all been a bit quiet on the British Grand Prix front then fear ye not because Steve Dixon and the SD Events team have been working super-hard behind the scenes to make the 2012 clash of the titans one to remember.

Running from August 16-19, this year's GP will be a four-day moto-fest starting on the Thursday and running flat-out through the weekend. Along with the MX1 and MX2 classes that'll run as normal on Saturday and Sunday there'll be some European finals for 65 and 85cc bikes (made up of the top 10 riders from the Northern, Eastern, Southern and Western regions) as well as EMX-125, EMX-250, MX3, Women's, Veteran's and even amateur classes.

Alongside the plethora of on-track action there will also be a late drinks licence, a big screen for your evening viewing pleasure, more Monster Girls, more extreme fairground rides and an even wider variety of traders but still that same fantastic viewing that Matterley is so well known for.

Tickets for the event will be on sale very soon so keep your eyes peeled for early bird bargains that'll be appearing on the event's official website – [www.britmxgrandprix.com](http://www.britmxgrandprix.com) – soon. There'll be some bargains to be had and as an added bonus for anyone who books online before July 4 free pit entry will be included! Purchasers of VIP tickets will also have the opportunity to win extra tickets and shiz.

So basically what we're saying is there are no excuses not to be there. Get the time off work – or start engineering a sickie – and get yourself down to Matterley for the full four days.

We'll see you there!

# CROCKSTAR

## GLOBE TROTTER!

IT'S JUST LIKE OLD TIMES FOR GORDY WHO FINDS HIMSELF HEADING DOWN UNDER TO RACE AN AUSSIE NATIONAL BEFORE TAKING THE MORE SCENIC ROUTE HOME...

Words by Gordon Crockard Photo by Suttty

Dear reader, times are good here with myself and I hope they are for you too. I flew back home to Belfast yesterday morning after being in Australia racing MX for the last three weeks. I spent most of my time in WA (Western Australia) staying in Perth and I did the fourth and fifth rounds of their national championship, the highlight being finishing seventh in the last race which was held at Murray Bridge near Adelaide, Southern Australia.

The series is taking a five-week break and will resume in July for the next five rounds and I likely will be there. If I do go out there to race the rest of the rounds I hope to be much better prepared and in a stronger position than I was on this recent trip. It was a very last-minute arrangement and had to suffer some difficulties due to that.

I got a call from the team boss in Oz on a Monday, flew out Tuesday, got there on Thursday, raced Saturday and Sunday. It was on a Yamaha 450 which I'd never ridden before, the race was in very deep sand the like of which I haven't ridden in for years and the time zone change and temperature difference put a tight twist on being awake too. So from my long list of 'poor me' excuses you can see that if I have a bit of time to get ready it should be easier next time I go back over to race.

I went to a Florence and the Machine concert when I was there and it was very good but she's a weirdo. I had a day on the ocean fishing with a couple of friends and I cycled nearly every day with my mate Raymond Rooney who lives in Perth. I borrowed a mountain bike from Jeff Leisk and did some amazing trails in the bush. Not such a cool thing was missing my flight from Perth and having to buy a whole new one-way ticket for £1200. What was funny though was that during connecting flights in Changi Airport in Singapore I was hanging out using the free lounge computers in one of the bars and on the TV was the coverage of the Maxxis British championship from FatCat. The Malaysians were glued to it. Small world.

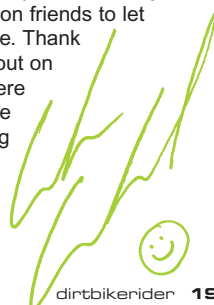
Unfortunately, I missed some races and events in the UK while I was overseas. I also missed being at college and have class later today so I'll see how much work I've to do to catch up. Yesterday was funny – I'd been in air transit for over 30 hours and taken advantage of alcoholic beverages being at my disposal so when Josh collected me from Belfast City Airport at 8am my system was under the influence of sleep deprivation and fuelled by an overkill of Johnnie Walker refreshment.

The weather was fantastic and I had an overwhelming abundance of positive energy so I ignored and disrespected the condition I was in and we grabbed an al fresco egg breakfast in Bangor Main Street and headed home to get out on the road bicycles. It was hard at times but I know from previous experiences some short cuts on how to escape jet lag and training is one of the ways to stay awake when your system wants to sleep. I'm going MX riding today as I have some seconds to shave off my base speed and need an adrenaline rush.

This Friday I'm sailing to the IoM TT races for race week. We'll stay on the yacht in Douglas Marina and have enduro bikes in place to get about the island. We'll take our road bicycles to keep up with our training programme and I'm hoping this glorious weather holds out for another week.

I've got a court hearing to look forward to later in June to learn the future of my practice track that is currently closed due to a noise abatement order served on it by the Ards Borough Council back in January 2012. During this period I have had to lean on friends to let me use their tracks for practice. Thank you very much for letting me out on your track to those of you where this applies. Track closures are killing this sport and it's getting worse so do all you can to protect where you ride if you are lucky enough to have somewhere to practice.

All the best...







# GAS

## GOODWOOD ACTION SPORTS

*freestyle*  
**Xtreme.com**



# WIN! WIN! WIN!

## GOODWOOD FESTIVAL OF SPEED GAS ARENA VIP PACKAGE

**O**nline casual clothing legends Freestyle Xtreme (find 'em on t'web at [www.freestylextreme.com](http://www.freestylextreme.com)) are without doubt the kings of action sports in the UK and there's not one single extreme sports pie worth scoffing that these dudes don't have a finger in. Take the GAS Arena at the Goodwood Festival of Speed for instance, probably the finest extreme sports show there is and the FSX guys are right in there up to their wrists (that's how they say it down there) in crusts.

And with this year's Festival of Speed just weeks away our pie poking peeps have hooked up with the big dogs at Goodwood to offer one lucky DBR reader – and his or her friend, brother, lover, mother or significant other – a pimped out prize package that money just can't buy.

Basically the dealio is this – win this comp and get yourself to Goodwood on June 28 (it's a Thursday) and you'll get to experience all of this and more...

*A meet and greet session with the stars of GAS before their first show of the day*

*The opportunity to view the show from the top of the central production hub*

*Signed merchandise from the riders and a photo with all the riders following the show*

*Lunch with one of the riders in the VIP trackside enclosure*

*A camping pitch for the winner and one friend*

*in the Festival of Speed campsite*

*Access to VIP shuttles to and from the rally stage*

*Access for the winner and their +1 on the rage buggy and motocross experiences*

*A Goodwood contact for the duration of the stay*

As you can tell it's a totally pukka prize and so to be in with a shot of winning it you need know the answer to a fiendishly difficult question – a question so tough you might have to visit the 'about us' section on Freestyle Xtreme's website to find the answer. Anyhoo, the question is this – in what year did Freestyle Xtreme start doing what they're currently doing?

**Is it: A: 1863**

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**D: 2001: A space odyssey**

When you've figured out the answer point your PC in the direction of [www.dirtbikerider.com](http://www.dirtbikerider.com) and let it rip or if you're a poseur with a smartphone scan the **QR code** and let modern technology do your bidding. Once you're on our homepage follow the competitions link which will take you to **dirtZone** then fill in the fields and fire off your entry. This comp closes at noon on **June 22** with the winner the first correct entry chosen at random after this.



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# DANGEROUS

## CZECH MATE!

LEE HITS THE ROAD TO EASTERN EUROPE WHERE HE'S ON INTERNATIONAL DUTY...

Words by Lee Dunham Photo by Suttly

**W**hat a month! A real busy one for me with work and riding but also we've had a lot of fun times too! Riding wise we had our first European round in the Czech Republic – it went okay and I ended up with fourth overall. It was crazy hot over there so I had to keep hydrated really well and the track was gnarly, dusty and a bit one-lined just from where it was so baked.

I qualified eighth in timed practice and that was despite the fact I couldn't post a clear lap. It's so frustrating when you're on a blinding lap to have a backmarker pull out on you or decide he's going to be a mobile chicane! Without putting the blame onto anyone the French are masters at this. I swear they're on left-hand drive bikes and a set of mirrors wouldn't go amiss.

In race one my start let me down. I missed the jump out of the gate and that resulted in poor visibility in a huge dust cloud for the majority of the moto. I came through okay but could only manage a seventh at the flag. Race two I started better, was in fourth around the first turn and quickly moved up to third behind Lee Payne and this German dude.

A real quick Belgian passed me, Payne and also the German guy to take the win. Although I didn't win I still took home some good points and hoped to do the same again in the third race after another great start saw me sat behind a couple of Germans. I chased them for the majority of the race and, again, the fast Belgian dude passed me and also the two Germans to take the win. I stayed in fourth and closed down on third but when the race is only 20 minutes you tend to find yourself running out of time quickly. Payne rode good too and got back to fifth behind me. I think we both have the minerals to win some races! It would be good to get the GB flag on top again!

We drove home and didn't stop until we were at work on Monday. I did the graveyard shift – midnight to 4am – and was absolutely shattered. Usually we can put some tunes on but the CD player wouldn't read the CD Sam had done for me. Gutted! Cully, my girlfriend, was in the passenger seat for the whole time to keep me

awake although she only managed one hour – the rest of my shift behind the wheel she resembled Churchill the nodding dog as she drifted across two seats, the dash and a window.

I've been really busy riding here and there trying to get some good laps down for the first AMCA British champs round in a few weeks. My bike's really, really good and with the European race we've just had I feel we can push for wins from the off. Pretty exciting! Next issue I'll be able to let you know how it goes – fingers crossed for good news!

I've tried a couple of new sports this week. Sam took me wakeboarding and we hooked up with Rusty, one of Sam's snowboard buddies at Thorpe Ski. Rusty took us to his lake and it was huge! We had two boats and the whole lake at our disposal. I couldn't believe it and was keen to get going. First I tried wake surfing – it's like surfing on a lake and obviously as there are no waves on a lake you need a boat to create the effect of a wave and you surf that. It's soooo cool and although I sucked at it, it's definitely one I'll try again!

We then had a go at wakeboarding. It was only the second time I'd ever done this and the first time behind a boat. It was amazing! I got a bit squirrely each time I went back over the wake with my arms and legs flying everywhere but it was still so much fun and one for the future! Especially if this nice weather continues.

Since we are now in the summer, Jordan Booker and I decided to dust the golf clubs off and we headed down to the local golf club with around 300 balls to shoot nine holes. Jordan's clubs belong in a museum and my driver cover is a baboon's bum! A right pair! On hole one alone I lost four balls from the tee and Jordan lost a couple. Luckily I live next door so we can go get the balls back. I think we were down to 150 balls by the end. Not a bad effort but we have a long way to go before reaching tour status!

Hope you all have a good few weeks of training, practising and racing. Till next time keep safe and have fun...





## YELLOW FEVER!

JAMES STEWART ON HIS SUZI SWITCH...

Words and photo by **Steve Cox**

**P**rior to the 2012 season James Stewart spent months trying to make a decision between racing the Yamaha YZ450F that he was contracted to race or buying himself out of his contract to race Suzukis for the factory Yoshimura Suzuki squad.

He reportedly loved the Suzuki – no surprise as every factory racer who has raced them has loved them – but ultimately he struck a deal with JGR/Toyota Yamaha to stay in his Yamaha deal and race blue bikes with the ultimate goal in a few years of moving to NASCAR racing with the JGR squad.

Although the main motivator to stay with Yamaha was likely financial, Stewart was sold on the idea that Joe Gibbs Racing would do a lot towards helping him sort out his settings and make him happy on the Yamaha. And they did. But Stewart could never get the Suzuki out of his head and when things began to go bad for him during the supercross championship he decided he needed to make the switch after all.

So with only a few weeks to spare before the 2012 Lucas Oil/AMA Motocross Championship started Stewart worked out a deal – for no salary or bonus money from Suzuki – to race Suzukis outdoors, then hopefully carry on into the 2013 season on yellow.

Of course, Stewart is still getting paid from Red Bull, Answer, Nike and his other sponsors and he has very likely taken out some sort of Lloyd's of

London policy on the outdoor title so don't feel sorry for him – he's getting paid. How much did it cost him to get out of his Yamaha deal? No-one knows but it had to be a lot – likely at least \$3 million.

So with his new deal sorted out, for the first time since 2008 he headed to the AMA nationals opener which is where we caught up with him...

**DBR:** You obviously feel comfortable on the bike so whatever testing you guys did you crammed into the few weeks that you had...

**JS:** "Yeah. We really did try to cram in a lot of stuff pretty quickly. It was good. It went a lot better than I thought it would so what we were doing testing really worked. My goal was really to come in and have fun. That's the reason I'm here. I'm here to just really enjoy it and build for 2013. I didn't come in here to go 1-1. I didn't come in here trying to be the fastest. I came in here to ride a motorcycle because it is tough to be in the middle of the year and switching teams with a new mechanic, a new team manager, a new bike."

**DBR:** Can you compare how you feel now compared to '08 when you last rode the nationals?

**JS:** "Honestly, I feel like I'm better prepared coming into this year than I was in '08 just only because '08 I was off the motorcycle – I was actually hurt for four months so I didn't have the chance to ride. But I think the difference is that when I got back on the

bike I rode then it was familiar whereas this is not. It's unfamiliar to me still. Even though I had a little bit of time on it last summer I didn't ride the factory motorcycle.

"It's definitely a good way to start. I look at it as we've got a long ways to go and I do feel like to start out the way we did we can improve a lot. Trust me, before you even start with the '24 moto' talk that is something that I am not looking forward to. It's not going to happen. I just want to be there week-in and week-out."

**DBR:** Talk about how the fans have been for you so far...

**JS:** "The fans were awesome. Every lap I could hear them around the racetrack. That's pretty cool. It was kind of like '08. I had that welcome back kind of feel. It was nice."

**DBR:** You and Ryan Dungey used to train together – talk about your relationship now...

**JS:** "I think it's the race rivalry. We definitely want to beat each other but there's a lot of respect there. I feel like we race each other clean. Sometimes we get close but there's not me and Chad Reed rivalry there. It's one of those things that we respect each other and let the best man win. It's kind of cool. There's no animosity, not from my side, I'm sure it's not from his side. We just want to race and let the best man win."





Predrag Vuckovic/Red Bull Content Pool

# KING OF THE HILL!

TODD POTTER WINS  
GLEN HELEN X-FIGHTERS

**A**merican Todd Potter claimed a hugely popular home win at round two of the 2012 Red Bull X-Fighters series, staged at Glen Helen in Southern California.

Back in a lowly sixth following the opening round of the \$1 million tour in Dubai, Potter's balls-out attack of the course that featured a 60ft step-up – the biggest hill jump ever included in a Red Bull X-Fighters course – thrilled the 15,000 FMX fans that flocked to the iconic MX venue. With many of the field opting to bypass the step-up – including defending champion Dany Torres of Spain and 2012 championship leader Levi Sherwood of New Zealand – it was a case of nut up or shut up. And it was Potter who nutted up to defeat Frenchman Thomas Pagès while American newcomer Wes Agee came home third, winning the Swatch Best Move in the process.

By failing to jump the step-up – a huge leap to the top of a cliff with a very small margin for error – both Torres and Sherwood along with a host of X-Fighters favourites found themselves being knocked out in the early rounds. Potter, understandably, had very little sympathy for them.

"I think they need to suck it up and do it, that's the bottom line. You can't just circle and hit a ramp and come back and hit another ramp. This takes you out of your element and puts you into the real world of FMX and its roots."

Pagès had thrilled the crowd with body varial moves in the quarter finals and semis but made a mistake on the jump in the final and had to abort it.

Potter now leads the tour with 135 points ahead of Sherwood on 120. Chile's Javier Villegas, riding with a separated shoulder, just missed the podium with fourth place and is in third overall with 120 points heading into the third 2012 stop in Istanbul on June 16. The tour continues with stops in Madrid on **July 20**, Munich on **August 11** and Sydney on **October 6**.



## MAX POWER

### ALTITUDE SICKNESS!

ARMED WITH JUST A MECHANIC, MAX STRUGGLES IN MEXICO BEFORE GETTING BACK DOWN TO SEA LEVEL IN BRAZIL...

Words by Max Anstie Photo by Sarah Gutierrez

**S**o most of you probably have already read the hundreds of stories about Mexico and Brazil so I'm not going to waffle on too much about what happened down there. Basically, we arrived to the sight of a dead guy in the middle of the motorway, then started riding and soon realised that we were going to have loads of problems – and not only with the bike!

The team sent me and my mechanic off on a bit of an adventure. They had to do a lot of convincing before I felt even half-comfortable about going to a world championship race with no team and a mechanic who doesn't speak a word of English. So, yeah, in Mexico the bike wouldn't run right – it actually would barely run at all. They hadn't anticipated that the altitude of the place would affect the bike so much. And with only my mechanic there we couldn't really do a lot to fix it.

I got a good gate pick on Saturday due to no-one really racing, for whatever reasons. I decided to race because that is what I came all that way to do. I'm a racer. If that gate drops I wanna win, no matter what. I salvaged what I could from the weekend and could only hope that at sea level in Brazil we were going to be a bit stronger.

The next week consisted of a load of airplane rides and many dinners sat in silence with my mechanic – ha ha! Actually, I am learning a little Italian so we got by. I actually started hanging out with the factory boys a little more and that carried on to the weekend where I would go and watch Rui and Bobby and cheer them on, then they would watch me so it was kinda cool.

We had our own personal pits and I had my own box to get ready in that was nowhere near the other MX2 guys. I almost missed the

qualification race on Saturday due to a time change and a lack of communication.

I was sat there 40 minutes before the normal start of the race doing my goggles and I heard some bikes start up. I was like WTF! I ran outside and the sighting lap had gone and I was still in shorts and a t-shirt. I think I got my gear on in under two minutes, went to the start and raced. I crashed on the first lap and came from last to ninth. Anyway, then the rain came and changed the ball game completely for Sunday. It was just who could ride in the ruts and actually make it around the track. It was the heaviest, most horrible mud I have ever seen. The only good part about it was after the race the fans wanted to buy everything so the mechanic and I sold everything we could like plastics, stained red and completely wrecked gear and gloves etc.

Anyway, enough about all that. I am back in Europe with my team and ready to rock and roll this weekend in France. We did a ton of testing over the last few days and are making steps in the right direction. So I am excited about this weekend – I wanna get out there and go fast!

We're having loads of problems trying to get my visa for Russia and maybe I might have to come back to England in a couple of weeks to go to the embassy. I will try and bring my bike back so if you do see the big #6 ripping around somewhere it's probably me.

A pretty boring column I know but amid all the travelling it has been a pretty standard month. I'm just busy bringing all the little pieces together and testing stuff so my red rocket can carry me to the podium.

Talk to you all next month...

Max





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# TRAVIS PASTRANA

THE ACTION SPORTS LEGEND TAKES TIME OUT OF HIS BUSY SCHEDULE TO UNDERGO A PROPER PRO PROBING...

Interview by JP O'Connell Photo by Garth Milan/Red Bull Content Pool

**Q:** Do you ever struggle getting insurance?

**Steve Payne, Dorchester**

**TP:** "It seems that every time a new article comes out about my house and all the toys and ramps my homeowner insurance doubles. My driving record – on public roads anyway – is pretty good and I haven't had a speeding ticket or crash since I was 18 and thought a Corvette would be a good idea."

**Q:** Can you list your top five tricks in order of difficulty?

**Bryan Trickett, Camborne**

**TP:** "Every trick has a step process. Whenever you figure out the sequence and do it enough, muscle memory takes over and makes even the hardest trick seem manageable. For me spin tricks have always taken the longest to learn. So the 720 is my most challenging one at the moment. The 360 took a long time. I've been working on a body varial and a bike flip since 2003 and still haven't been able to figure either of those out well enough to take to dirt. As a kid the nac nac gave me nightmares until I learned to keep my other foot planted on the bike. Learning no-footed nac nacs was easier because that's usually how my normal nacs ended up for the first three years!"

**Q:** How often do you get a day off where you can totally relax and do absolutely nothing?

**Matt Walker, Luton**

**TP:** "I love what I do and as nice as a day off sounds right now I can rarely sit still enough to not drive, ride or jump something!"

**Q:** With a NASCAR drive secured are you going to be taking it easy to avoid any injuries that could hamper your progress?

**Martin Ryan, Scunthorpe**

**TP:** "I really messed things up last year with my ankle. It's been a long road back to walk again and I'm still not healed enough to ride so that makes it easier to focus on NASCAR for now. I am extremely competitive and don't like to have excuses or feel that I wasn't prepared so in that sense I know I can handle being a little more conservative for the time being outside of the car."

**Q:** Does it concern you that freestyle riders are having to push the limits so far in order to keep the fans entertained?

**Derek Cripps, Surrey**

**TP:** "It's a dangerous sport but it's worth the risk. The practice facilities are growing and making it safer to try new tricks. Progression is what the sport is about

and it's not for everyone. The courses will have to get better and start challenging both the riders' and the fans' attention spans. I look toward BMX parks and think how much fun I would have if those courses were enlarged by four or five times."

**Q:** Has the way in which the Nitro Circus tricks and stunts are choreographed changed much since the beginning or is it still pretty much the same format?

**Graham Newsham, Wells**

**TP:** "Every Nitro show is different. The first half of most of the shows doesn't change much but the second half is a competition among the athletes. On the Giganta ramp it's a Nitro tradition that every athlete has to try something that they've never done before. It doesn't have to be a trick that no-one has done but when you get the best riders in the world together it usually is."

**Q:** After all the rally driving you did doesn't driving around an oval seem a bit boring?

**Marcus Knight, West Midlands**

**TP:** "NASCAR is the most competitive motorsport in the world and while it looks like you are driving around on an oval it's more like sliding and bumping and racing your way to find an extra tenth of a second lap after lap for two hours."

**Q:** Is there a masterplan where one day you'll think 'okay, I've achieved so much and I still have the use of my bodily functions so it's time to retire' or is life just too much fun and you'll carry on for as long as you want?

**Piers Taylor, Southend**

**TP:** "I married a three-time X Games gold medallist, my best friends are all part of the Nitro Circus and my life revolves around competition, driving, riding and having fun. It's going to be a long time before I hang up my helmet and settle down – that would be the death of me!"

**Q:** The Nitro Circus Live Tour is slated for a couple of slots here in the UK – will you be at both shows?

**Tom Bennett, Doncaster**

**TP:** "I will be there! And It's going to be pretty damn amazing."

**Q:** I've read that the Nitro Circus Live Tour is two-and-a-half hours long – how long has it taken to put that show together and get it choreographed?

**Chris Simms, Blagdon**

**TP:** "It's been a learning experience. We still have so much improvisation in our shows that you have to kind

of go on the night. If the crowd is pumped up and the riders are feeling good it usually gets so out of hand that all the athletes in the show are scared for the lives of our friends! But it's a tough crew. At the last round of the first tour 11 athletes – including myself – were performing with a broken bone and not one single person sat out. I did a double back flip with a broken collarbone and landed it. Chad Kagy had a broken wrist, cut the cast and taped his hand to the bar. He did a trick that night that he had never landed before and won the top Nitro Live award that we give out every night for the person who stepped up the most. It's a wild ride!"

**Q:** Would you ever try a Bam Margera attack on your dad for one of your Nitro Circus movies?

**Wee-Man, USA**

**TP:** "No, I do not have a death wish and I have a lot of respect for my dad. Nitro Circus is not about hurting each other on purpose – we get hurt plenty all by ourselves!"

**Q:** Are Red Bull always fully supportive of what you do or have they ever said 'no way, that's not going to happen'?

**Liam Stone, Kendal**

**TP:** "Red Bull are the most supportive sponsor that anyone can have. You know you have made it to the big leagues of sport if you are lucky enough to be a Red Bull athlete. It's more than just a product, it's a lifestyle and we are a family. Having said that, I have a lot of dumb ideas that they wouldn't touch with a 10-foot pole!"

**Q:** As you get older are you starting to notice the aches and pains a bit more?

**Jan Bryant, Macclesfield**

**TP:** "I've lived with injuries my entire life and if anything I feel better now – except for the ankle – than I have in a very long time."

**Q:** Out of all your crazy stunts what was your favourite, which one did you get the most reward from and what was the hardest?

**Sean Kevans, UK**

**TP:** "Nitro Circus is by far the most fun but stunts always seem to be less scary on paper! Racing is my passion but freestyle has been my calling. Motocross is the most physical and NASCAR is the most technical. Monster trucks are the most challenging to control and rally is the sport that takes the most patience and strategy. I love it all."





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**DBR:** Who would you like to play you in a film of your life?

**WH:** "Oh, man. I don't really know. It would have to be someone funny – someone with a good personality."

**ET:** "I'm so bad with actors – I guess I would say Jack Black because he's funny. I'm not as crazy as him but he'd be good."

**DBR:** When did you last clean an air-filter?

**WH:** "Last time I was home in Texas riding so it hasn't been that long – two or three months."

**ET:** "I have cleaned them just not lately so I'd say last year during the end of the outdoor season."

**DBR:** What was the last lie you told and who was it to?

**WH:** "I don't know how to answer that one because if you do you admit you are lying and that's not good. It was probably the last time I crashed and said I felt fine and it didn't hurt. So that was probably at Toronto."

**ET:** "I lie and BS with my friends every day. So there's a good chance it was today with one of my buddies!"

**DBR:** Could you check your own valve clearances?

**WH:** "Yes, I can."

**ET:** "I cannot do that. Four-strokes are too crazy for me. I can rebuild the top-end of a nitro RC car. During the first part of my break in the SX season it was RC car mania around my place."

**DBR:** Something you eat that you know you shouldn't?

**WH:** "Once in a while I crave a cookie. It's a weakness."

**ET:** "Chocolate is my weakness. Dark chocolate is supposed to be healthy for you though, right?"

**DBR:** You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

**WH:** "You gotta make the pass happen so, yeah, I guess so."

**ET:** "If it's at Las Vegas with the championship on the line of course. If it's one of the first couple rounds of the year, probably not."

**DBR:** Do you own a pair of pyjamas?

**WH:** "No, I do not."

**ET:** "No, I'll wear sweatpants before pyjamas."

**DBR:** What is the highlight of your career so far?

**WH:** "The highlight so far has been finishing second in supercross in 2010 and signing with the GEICO Honda team after that."

**ET:** "Either my first win in Hangtown or the three wins in a row in supercross this year. It's hard to pick."

**DBR:** What car do you drive?

**WH:** "Honda Ridgeline truck."

**ET:** "Ford F-150 truck."

**DBR:** What car would you drive if money were no object?

**WH:** "I would be driving a Dodge Challenger. It's not that expensive a car but I love its look."

**ET:** "If money were truly no object then a Ferrari or Bugatti."

**DBR:** Have you ever blamed a poor result on a non-existent mechanical issue?

**WH:** "Never because it's always been one of my pet peeves. I've never pointed at the bike itself. Every single one of us has made an excuse at one time or another when we weren't ready to be truthful with ourselves. But I've never blamed the bike, especially if there was no issue."

**ET:** "Never done that. I feel like I am always honest with myself. When I do bad, I say I did bad."

**DBR:** If you could change anything about yourself what would it be?

**WH:** "Maybe I'd grow a little bit, I don't know."

**ET:** "My mom says I watch way too much golf on TV so I guess I'd change that!"

**DBR:** If you could meet any person – dead or alive – who would it be?

**WH:** "I'd like to hang out with the cast from the show Entourage or meet some big-time NFL player."

**ET:** "Actually I'd like to meet someone from the year 3,000 and see what humans are like. I'd want to see if we're all the same or what's going on."

**DBR:** If you could have any superpower for a week what would it be?

**WH:** "I've thought about this before. It would be either invisible or flying. That would be pretty cool."



# GEICO GUYS!

**THIS MONTH WE CATCH UP WITH GEICO HONDA TEAM-MATES WILL HAHN AND ELI TOMAC TO FIND OUT WHO WEARS THE TROUSERS UNDER THEIR AWNING...**

Interviews by JP O'Connell Photos by Steve Cox

**ET:** "It'd be cool if you could fly. I'd have an automatic jet pack built into me."

**DBR:** If you were shipwrecked on an island what three things would you want with you?

**WH:** "I'd bring Clif Zbars – the Honey Graham ones are really nice – plus water and then probably a girl."

**ET:** "Matches to make a fire, golf clubs and a knife."

**DBR:** What's your most prized material possession?

**WH:** "It's a toss-up between a watch my agent got me or my dad still has a 60cc bike my brother and I shared when we first started racing."

**ET:** "That would have to be my trophy from my first win at Hangtown."

**DBR:** Favourite race you've ever been in?

**WH:** "Any supercross race is awesome with the crowd and everything like that. Outdoors there's nothing like Red Bud. The crowd is so into it and just loves dirt bikes. I've been 20th there, I've been in the lead there – I felt the same excitement from the crowd all the way around the track."

**ET:** "Hangtown 2010!"

**DBR:** Be honest, how often do you Google yourself?

**WH:** "Once in a while if I'm looking for a new video or picture I've heard about. I'm not going to say I never have but it's not real often."

**ET:** "I do Google myself, just not on a regular basis. So once every few months."

**DBR:** Blonde or brunette?

**WH:** "I'm a sucker for dark-haired girls."

**ET:** "Depends on the girl and the day."

**DBR:** Is winning a race better than sex?

**WH:** "I believe winning is the best feeling in the world but in a sense you have won when you have sex. They're both on the same level but if I had to pick I would pick winning a race any day."

**ET:** "Winning a race!"

**DBR:** What's the worst motocross-related decision you've made during your career?

**WH:** "I really don't have any regrets. We all make bad decisions but they build character. All my decisions have built my character and have seemed to work out in the long run."

**ET:** "In the San Diego SX this year, I was trying to pin it to win it and should have backed off a little bit. As a result I crashed in the whoops and lost my points lead. That's my worst decision so far."

**DBR:** If you had to permanently give up either the internet, your mobile phone or TV which would it have to be?

**WH:** "That's tough. But you can watch TV on the internet now and with my phone I can call my friends so it looks like I can live without my TV I guess."

**ET:** "I spend way too much time on the internet so I think I'd better give that up."

**DBR:** Something about yourself that nobody else knows?

**WH:** "If I tell then everybody will know. That's not what I'm going for. I'm going to keep it a secret so I can maintain my sense of mystery."

**ET:** "I grew up in the boonies and never lived close to any tracks so I got my start on the track my family made in our backyard."





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## EMERALD UPDATE!

WHO'S DOING WHAT, WHERE AND TO WHO ON THE OTHER SIDE OF THE IRISH SEA...

Words by Stevie Mills Photo by Suttly

No sooner have the rains given way to blistering sunshine the next thing you hear are complaints about how horrible this stifling heatwave is – just goes to prove my point that there is no pleasing some people!

Gordon Crockard received an invitation to race in the Australian nationals from a Yamaha team and with a monsoon raging at home – at the time of asking – it took all of a millisecond to accept the offer. Sunshine and racing Down Under were the wise man's choice and the Crock Star placed 11th overall at round five of the series. Not a bad result.

Gary Gibson of the TAS Suzuki team seems to have his mojo under control at the moment and five wins in the Ulster championship series see the Ballygowan racer heading the MX1 points table at the halfway stage, 17 points ahead of JAR Honda's championship hope Wayne Garrett. Wayne is a multi-time champion and has been robbed by injury in the past – it's going to be a hot run up to the final round come July 28.

Reigning Ulster champ Richard Bird is coming back from injury and is looking strong on the Suitor Brothers Racing KTM. Richard could well mix it up at the front before long. Jason Garrett is enjoying his first season in MX1 and the AJ Elite Bathrooms KTM rider finds himself in a comfortable fourth ahead of unfortunate team-mate Davy Gorman who sustained a broken foot as a result of a Grade C rider veering off track and running him over!

It's all about the young guns in the battle for MX2 glory. Graeme Irwin clocked up five wins before UK duties called the Yamaha rider back to Embo HQ. TCM Honda's John Meara is the man on form at the moment, leading young

Glen McCormick by five points although McCormick recorded his first A class win at the last round at Tinkerhill. Third in the points is Michael McCammond on the JAR Honda despite suffering two DNFs at Tinkerhill which damaged his points tally. Fourth is the first Southern Centre rider, Jim O'Neil, with Scott Hamilton rounding out the top five.

Donal Teague from Coalisland has a commanding lead in the Grade B MX1 class with the battle for the next step on the podium between two Hillsborough men – Stephen Megarry and Gary Addis – with Megarry taking his first win of the year last time out.

Grade B MX2 is an extremely tight affair and points leader Jordon McClelland has swapped paint with fellow Yamaha rider Conner Campbell a number of times – the pair are separated by just four points after nine races it's that close. Young Stuart Fee's consistent scoring gives him third in the points with Ben Mottram and Keith Finnamore tied for fourth place just eight points adrift.

All roads are pointing to Porter's Pit come June 24 when round five of the British Maxxis series will engulf Desertmartin. The Cookstown club have been preparing for this event for some time and you can guarantee that the track will be in prime condition for the race.

It was no real surprise that just as I was writing this column I received news that Martin Barr and LPE Kawasaki have agreed to part company. It's no secret that Martin has been disappointed with his results and ninth in the Maxxis points standings is not what the Larne man is all about. So do I think Marty will be on the podium at Desertmartin? You bet your flabby bits I do! By the time you read this Barty will be

flying new colours although at the time of writing we're not sure whose.

Riding his Tyco Suzuki by TAS, Scotsman Steven Sword loves the Porter's Pit circuit but it has bitten him hard in previous years – let's hope they kiss and make up. Fourth in the points, Swordy is looking for his maiden Maxxis win for the Irish team. Team-mate Stuart Edmonds is fighting a tough battle in the hotly-contested MX2 ranks – many think Stuey is more suited to a 450 but, that said, the gutsy Dubliner needs a strong result if he's to hold on to his top 10 position.

JAR Honda riders Wayne Garrett (MX1) and Michael McCammond (MX2) will put their best feet forward on the day. Wayne, although still on the comeback trail, is currently 19th in the championship standings and if he gets good starts we could see a top 10 placing.

The most exciting racer in Irish motocross right now has to be Graeme Irwin. In previous years his light switch approach to the throttle has both excited fans and pissed off his team managers but has this young man finally come of age? Graeme's seventh place in MX2 doesn't really show his true potential and knocking himself out at round two cost him valuable points. Desertmartin is his favourite track in the whole world and he may well serve Embo his first MX2 victory on home turf.

Finally, may I take this opportunity to thank our illustrious leader Sean for translating this column into English for all these years, for dropping me on my head at the Dirt Bike Show and especially for being an all-round good friend. All the best for the future mate – I'm sure we will be working together on another stage real soon...

Stevie  
dirtbikerider 29





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*Nambo's unbeaten this year and looks sure to be on his way to the world title*



## TOO CLOSE TO CALL?

ACTUALLY, PREDICTING WHO'S GOING TO WIN THE 2012 EWC CROWNS ISN'T ALL THAT HARD – ON PAPER AT LEAST – BUT ANYTHING CAN HAPPEN WHEN IT COMES TO MOTORSPORTS...

Words and photo by Jonty Edmunds

**P**redictions are notoriously hard to make so wish me well with this one! It's the halfway point of the 2012 Enduro World Championship and in all classes trends are emerging. In some ways taking a punt and naming who's going to win what classes this year is seemingly too simple – but more often than not nothing is ever as simple as it seems when it comes to motorsport.

The easiest prediction to make is that Christophe Nambotin will win this year's Enduro 3 world championship. Netting a first EWC title is something that Nambo deserves more than just about any other rider and judging by the way he's riding at the moment no-one is going to stop him. With eight wins from eight starts the mild-mannered Frenchman is 'the man' of the Enduro World Championship.

According to seven-time champ Juha Salminen it wouldn't matter what bike any of his rivals were on – there's no stopping Christophe. Coming from the EWC's most successful ever rider that's praise indeed. Nambo has steadily improved over the past few years and today has everything going for him. With age, ability, confidence, team and belief all on his side it's easy to think that Christophe's going to enjoy a good few years at the top.

The battle in the E3 class is for the remaining podium spots. While 160 points separate Christophe from his coveted first senior EWC

crown, if he continues as he is he'll have the title wrapped up before his home round in France at the end of the championship. But who will stand alongside him?

The first half of the championship has been a torrid time for David Knight, something he's determined to put right during the remaining Italian, Swedish, Finnish and French races. Currently fourth but only a handful of points away from the runner-up spot, while securing the top spot was the early season goal the likelihood of beating Nambotin is slim. The goal now is to secure day wins and in doing so distance himself from the likes of Swede Joakim Ljunggren and Estonian Aigar Leok.

Antoine Meo will, barring injury, secure a third EWC title this season. No other rider has mounted a serious challenge to his quest for the 2012 Enduro 1 title, despite spirited efforts from Simone Albergoni. But with Albergoni scoring a big, fat double DNF in Portugal Meo enters the second half of the season well placed to bring the E1 championship back to KTM.

With two Scandinavian rounds among the four remaining championship events it's to be expected that Finns Eero Remes and Matti Seistola will both deliver stronger performances. They need to as so far this year both riders have been anything but exceptional.

The Enduro 2 class is the hardest to predict. The only thing it seems that's certain about the

class is uncertainty. During the first half of the series unexpected DNFs, poor form from some of the expected stand-out performers and general unpredictability have been the norm. Big hitters Juha Salminen and Johnny Aubert have both experienced mixed form, leaving Pela Renet and Cristobal Guerrero to scrap it out for the class lead.

Chances are there'll be more surprises during the second half of the championship. Some of which will likely involve those battling for titles. Can Pela hold on to secure – like friend and training partner Christophe Nambotin – a first EWC title? On current form, yes, he probably can. Guerrero apart no other rider has shown the consistency needed to go the distance and secure a regular haul of quality points.

The fact that Nambotin and Renet are training buddies is worrying news for their collective rivals. What's arguably even more concerning for those trying to beat them is that they don't seem to be struggling for pace in any conditions. The rocks and sand in Scandinavia may give them a few sleepless nights but emerging from both events as championship leaders is all that really matters to them.

After all, should either title fight come down to the wire knowing that the final round takes place in France will give them – as well as Meo and Enduro Junior class leader Mathias Bellino – a definite reason to be happy...





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More casual clothing from the UK's number one handlebar, chain, sprocket and grip manufacturer – Renthal! Super-stylish and comfortable too, check out the Renthal Apparel website to see if there's something that suits you, sir.

**Price:** various  
**Supplier:** renthalapparel.com  
**Contact:** 0845 058 9888



## ALPINESTARS

### TECH7 BOOTS

Great looking, comfy and oh-so protective, Alpinestars Tech 7 boots feature an advanced closure system and outsoles that aren't too dissimilar to the one found on their Tech 10s. The best bit about the Tech 7s though is the price – they're a full £160 cheaper than the 10s which leaves more than enough to buy a jersey and pants from their Charger range of race clothing too!

**Price:** £259.99  
**Supplier:** alpinestars.com  
**Contact:** CI Sport 01372 378000



## APICO

### PERFORMANCE + OVERSIZE BRAKE DISC KIT

Tried and tested by the demon late-brakers on Rob Hooper's Apico Suzuki race team, this 270mm front brake disc kit is just the thing for anyone that feels they need a little extra braking power from their off-road race bike!

**Price:** £135  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190



## FOX RACING

### VENTED 360 RACEWEAR

Fox Vented 360 racewear is a featherweight alliance of breathability and performance designed for the ultimate in high-temp relief thanks to vented construction and lightweight engineering that make for a breath of fresh air exactly where you need it most.

**Price:** Pants £145  
 Jersey £45 Gloves £22  
**Supplier:** foxeurope.com  
**Contact:** 0191 487 6100

## ARAI

### VX3 HELMET

The most awesome of motocross helmets – that's Arai's VX3 – gets some sweet new designs for the summer. So as well as being one of the safest, sweet-fitting and well-ventilated lines of protective headwear around it's also one of the tastiest looking too!

**Price:** £469  
**Supplier:** apico.co.uk  
**Contact:** 01282 473190





## FOX RACING V4 HELMET

The V4 is Fox Racing's all-new off-road helmet and takes over from the V3 which is currently one of the most popular and high-tech helmets available for our sport. Offering premium fit, awesome ventilation, superior comfort and fantastic levels of protection this carbon fibre helmet is designed and developed to exceed the needs of the world's most demanding sport – motocross!

**Price:** £379.95  
**Supplier:** mx1.co.uk  
**Contact:** 0845 834 0220



## KNOX ORSA GLOVE

Although they fit like a glove Knox's new Orsa gloves actually protect more like a tank with their gel honeycomb knuckle shield and SPS Scaphoid Protection System doing their damndest to keep your hands and wrists safe from the rigours of off-road riding. Good work Cumbrian protection peeps...

**Price:** £64.99  
**Supplier:** knox-armour.co.uk  
**Contact:** 01900 825825

## PENTAX WG2 GPS CAMERA

Brand-new from Pentax, this WG2 GPS digital camera is just the thing for outdoorsy types who like to snap away at things while out on their bikes. Designed and built to withstand the toughest terrains and weather conditions, the 16 megapixel WG2 GPS is water, cold, weight and drop resistant, will shoot both stills and HD video and even has unique GPS functionality which automatically stores where the picture was taken so you can return to the exact scene of the crime. Cunning.

**Price:** £329.99  
**Supplier:** pentax.co.uk

## THOR RATCHET BOOTS

THOR's brand-new Ratchet boot offers a closure system that provides a secure and precise fit that's hassle free. Simply slide the strap into the buckle and adjust the strap tension with the aluminum alloy ratcheting lever. Want a little snugger fit across the instep area? No problem, just ratchet the strap a few more clicks and you're good to go. Bargain price too!

**Price:** £139.99  
**Supplier:** madison.co.uk  
**Contact:** 0870 034 7226



## ETNIES ROCKSTAR SHOES

Those flat-out feckers at frizzle extra sizzle dot commizzle have yanked yet another holey with these rad as owt Rockstar Etnies that are guaranteed to make your feet a million times more awesome looking. So if you wanna have your feets party like they're rock stars sort 'em out by taking an online wander over to [www.freestylextreme.com](http://www.freestylextreme.com).

**Price:** see website  
**Supplier:** freestylextreme.com  
**Contact:** 0117 304 9561



## FACTORY EFFEX DECAL DELIGHTS

Factory Effex have used their factory connections to bring you these latest designs. Printed on the toughest vinyl in the industry they won't fade, scratch or peel off making your bike look sweet-to-the-beat week after week. They also look super cool – almost as cool as a Burt Reynolds while he's East Bound and Down.

**Price:** Sticker sheets £12.99  
Full kits £109.99  
**Supplier:** madison.co.uk  
**Contact:** 0870 034 7226



## DRC CHAIN BRUSH

L-shaped to really hit the spots that normal brushes cannot, DRC's chain brush is without doubt the best handheld tool around when it comes to keeping your bike's drivetrain sparkling clean. Get used to using this and lubing up afterwards and your chain's definitely gonna benefit...

**Price:** £7.99  
**Supplier:** madison.co.uk  
**Contact:** 0870 034 7226







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### CHATTER OF THE MONTH

"SO THAT WAS A GP? WE GO FROM FERMO WHICH WAS BRILLIANT TO A RACE FILMED BY CAMERAMEN THAT MISS THE START, PROVIDE MP4 QUALITY FOOTAGE, FOLLOW NOBODIES, MISS EVERY PASS ON THE TRACK AND EVEN GET LAUGHED AT BY YOUTHSTREAM'S OWN COMMENTATOR. I FELT MYSELF GO RED FOR POOR MALER WHO WAS TRYING TO MAKE ANY KIND OF SENSE OF THE PATHETIC IMAGES.

"THEN THERE WERE ONLY 28 STARTERS WHICH OF COURSE MEANT YOU COULD GO OUT IN MX2, FINISH SEVEN-AND-A-HALF LAPS DOWN AND STILL PICK UP A WORLD CHAMPIONSHIP POINT. THAT'S ROUGHLY HALF THE DISTANCE THE LEADER COVERED. EVEN I COULD PULL OUT FOUR-MINUTE LAP TIMES AROUND THERE FOR 35 MINUTES PLUS TWO LAPS.

"WHAT DO YOU THINK PABLO, MANUEL AND JESUS WILL BE DOING THIS WEEKEND? THEY WERE BUSY LAST WEEK TRYING TO RECORD FOUR GP RACES ON THEIR MOBILE PHONES FOR UNCLE GIUSEPPE. NO WONDER THE GPs ARE BEING LAUGHED AT BY THE YANKS. I WOULD HAVE PREFERRED TO SHOW THEM A LOCAL AMCA RACE THAN THAT ABSOLUTE DISGRACE OF A TELEVISED EVENT."

Was **Colin Stewart** a fan of the Mexican GP? We guess not and not many of you dirtZoners were apparently as the topic popped up more than a few times.

For his rant of epic proportion

Colin wins a pair of **Etnies**, some

**Muc-Off** and another **5,000 loyalty points!**



### VIDEO OF THE MONTH

Toofast Media Group headed to Milton Park to catch all the action from the fourth round of the Maxxis series and if you've got 15 minutes to spare it's well worth a watch. Uploaded by TMG CEO Max Hind there's only one place to watch it and that's dirtZone!



### PICTURE OF THE MONTH

I know you don't have a readers' wives section and actually I don't have a wife but here's a picture of my girlfriend **Helen** getting her (slightly disdainful) monthly fix of DBR just before we head out to a friend's wedding. I hope you can find a use for it even if it is just to pin above your desk to remind you that DBR has glam readers as well as muddy ones.

Dave, via email

### MEMBER OF THE MONTH

Young, reckless and a fan of Ronnie Mac, pulling sick bum whips, meat and potatoes, **Jake Thompson** is a 20-year-old on a mission and as Member of the Month we're gonna help him on his way with a pair of **Pirelli** tyres – whoop whoop! Jake will also get some **Muc-Off** and a **million minus 995,000** bonus points too! Nice work.



WIN!



### POLL OF THE MONTH!

Our propane and propane accessories specialist **Hank Hill** personally pulled this poll out of the hundreds that have been posted this month and chose it to be PotM. "What's the best bike cleaner?" asks 36-year-old **Andrew Murphy** from Wigton. **Muc-Off** seems to be the clear winner on this occasion

which is great news for Mr Murphy because he'll be winning some along with a **Renthal Softshell** jacket and **5,000 loyalty points**.



**Muc-Off**

If your **dirtZone** post appears on this page you'll win a one-litre bottle of marvellous **Muc-Off** bike cleaner\* – unless you live outside Britain in which case we'll send you some of **Muc-Off**'s brilliant brushes and wipes instead... \*One bottle per member per month



WIN!



■ Muc-Off  
■ Other





## IRONBREW?

One of the toughest extreme events on the planet, Austria's Erzberg Rodeo chucks world class riders – plus plenty of have-a-go-hombres – up the side of a killer quarry that's better known as the Iron Giant. There can be only one winner and just a handful of survivors – don't miss next month's DBR to find out who makes it...

© Philip Platzer/Red Bull Content Pool

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*Fancy a spot of old-school hooning? KTM may have lavished loads of R&D on their four-strokes but the 125 SX is still a seriously fun weapon...*



# ORANGE EVOLUTION!

**KTM HAVE ALWAYS BELIEVED THAT IF YOU'RE NOT MOVING FORWARD YOU'RE STANDING STILL AND FOR 2013 THEIR NEW RANGE OF MX MACHINES CONTINUE TO CARRY MOMENTUM...**

Words by **Ed Bradley** Photos by **KTM/Redeye**

**A**t KTM's official 2013 launch there were five models of motocross machines that had been Tango'd up to the max so I was pretty chuffed that I was going to get plenty of riding time around a sweet Italian circuit.

Then I looked across at my mate of 20 years Martin Cravendale and he had a pretty perplexed look on his face. Martin had to test the enduro bikes as well as the MXers and it took him at least five minutes to count just how many new models he would be evaluating. "How many bikes are you testing Martin?" I asked. "How many bikes am I testing?" he replied. "Er, I keep losing count but there must be at least twelve..."

KTM's strategy for success has worked in Europe although it's fallen short of the mark in the USA – but that's something the Austrian factory are working on. The strategy to get successful results requires the best the industry has to offer which includes hiring Roger De Coster, expensive American riders and then finely developing their bikes.

Roger has had a huge input into the 2013 bikes and that's benefitted

all models. The five-time world champ – aka 'The Man' – has helped KTM build a 450F capable of winning an AMA supercross in the hands of Ryan Dungey and to do that there's needed to be a huge number of changes.

KTM have reduced weight, increased stability and created a more precise front end. The main modification to the frame is an internal flange tucked away in the chassis just down from the head stay. This small piece of metal that only weighs a couple of grams provides more rigidity for the forward and backward forces and by allowing enough flex for the sideways forces has increased stability. It's great to think that a small sheet of metal can do so much work!

To add to this the frame has a new head stay allowing for a more precise front end. De Coster was also adamant that he wanted a larger diameter rear wheel axle which, in turn, means that the rear of the swinging arm needed beefing up to accommodate the larger diameter, again giving more stability to the bike.

The fuel tanks are now

interchangeable so it's easy to fit an oversized tank for an enduro, beach race or the odd grand prix! This is possible due to a new fuel pump connector that also allows you to change a filter if any dirt manages to get through and stops it getting any further, keeping it away from the injectors.

The bodywork has been honed slightly so it's easier to move around on the bike and a request from the R&D team was to have a bigger airbox with a more rigid intake which they have been using on the factory bikes so that the engine improvements on each model will be enhanced even more. The R&D guys also got their wish with hydro-formed header exhaust pipes. This gives the development team a better shape as there are less restrictions on the design of the pipe – interestingly, the standard header pipe produces more torque without losing out on high rpm which gave Akrapovic a real headache to produce more power for the aftermarket pipes.

KTM are really excited about their new front fender as they have produced an answer to one of

>>





Narrow, smooth lines look good and are practical too

The 350 SX-F is super-sweet handling with an awesome engine

Intense R&D in the USA has resulted in a radical new 450 SX-F



### 125 SX

**Capacity:** 124.8cc  
**Bore and stroke:** 54mm x 54.5mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1480mm  
**Ground clearance:** 395mm  
**Dry weight:** 90.8kg  
**Price:** £5345

### 250 SX

**Capacity:** 249cc  
**Bore and stroke:** 66.4mm x 72mm  
**Transmission:** Five-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 385mm  
**Dry weight:** 96.3kg  
**Price:** £5945

### 250 SX-F

**Capacity:** 249.9cc  
**Bore and stroke:** 78mm x 52.3mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 375mm  
**Dry weight:** 102.9kg  
**Price:** £6445

### 350 SX-F

**Capacity:** 349.7cc  
**Bore and stroke:** 88mm x 57.5mm  
**Transmission:** Five-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 375mm  
**Dry weight:** 104.9kg  
**Price:** £6645



Dungey's requests. In supercross riders rely on the front fender to make sure they are hitting the right line and pointing the bike in the right direction when they are about to launch over a triple or fire themselves into a long section of whoops. The fender is now 50 per cent stronger, the same weight and even fits on the clamps differently – so now when you look at the funky fender you know why it is how it is. And it works – I certainly didn't notice it moving when ripping it up on the track.

WP have been working wonders with KTM, this time developing the oil. The new oil produces less friction and the general feedback when testing is that riders can run two to three clicks harder, that's how much the friction is reduced!

In the engine department the 250F has come under fire as other manufacturers are pressing its reputation as being the strongest MX2 motor around so KTM have decided to remedy this. Changes such as completely new weight-saving diecast engine cases, raising the rev limiter, increasing the bore, using 14 per cent bigger intake valves, a light crank and plain bearings for the crank rather than needle bearings help to give an extra 50 hours serviceability!

The motor has had some serious work and definitely far more than the 350F although they haven't exactly rested on their laurels with this engine either. It uses exactly the same crankcases as its little sibling and the head features improved cooling which is handy because the rev limit has been moved up to 13,400rpm! This comes from a 500-gram reduction in weight and gains an extra 4bhp in the process. As with the 250F and 450F, the 350F has a 44mm throttle body where the fuel

spray now comes from underneath to create a more responsive, efficient flow of fuel compared to previous models.

Motor wise the fo-fiddy has been given a proper seeing to from Roger and Ryan. 'It's too heavy and jeopardises the handling of the bike' was the feedback that the KTM bosses had to deal with and deal with it they have. Their mission was to reduce the oscillation masses of the motor, create a smaller package and make it easier to maintain with improved durability.

To reduce the oscillation of the motor the reduction comes in a number of ways – there is one balance shaft that now incorporates the water pump, the whole of the head has been modified, the bore and stroke have been altered and it has even got rad-looking rocker arms that produce half the inertia of its predecessors and all this is wrapped up in diecast cases. The most noticeable engine change is the single overhead cam which alone reduces engine weight by 800 grams.

The result is that the engine produces less rotational mass, increased rpm and weighs a massive two kilos less!

The two-stroke department is continuing to serve KTM well as these bikes are reliable and easy to maintain which suits our current economic climate. The 250cc machine gets an uprated clutch and just like every other bike in the MX range the bike gets the same styling – even the 85cc riders get to look like Roczen and Dungey Mini Mes.

I didn't fancy having a blast on the BW85 around the hilly test track, even though the bike has a new cylinderhead and reworked cylinder to get my big ass up the hills! But I did choose to ride the 125 first...

**The 125cc punches above its weight**



### 450 SX-F

**Capacity:** 449.3cc  
**Bore and stroke:** 95mm x 63.4mm  
**Transmission:** Four-speed  
**Fuel tank capacity:** 7.5 litres  
**Front suspension:** WP USD 48mm (330mm travel)  
**Rear suspension:** WP with linkage (330mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 992mm  
**Wheelbase:** 1495mm  
**Ground clearance:** 371mm  
**Dry weight:** 106.4kg  
**Price:** £6895



### 125 SX

*I enjoy riding 125cc two-strokes – especially on tracks where I don't have to change gear that often! The first thing I noticed when I sat on this bike was that the rear suspension felt really soft. I felt like Jabba the Hut the back end went down that far! It did feel super-plush and smooth though, especially for a production bike.*

*The bike has that KTM feel – a really flat seat that makes it easy to get right up to the front where the seat/tank junction is a little wide and flat which weirdly is great to move around on. There is no catching your boots in the point of the rad shrouds when you stick your leg out in the turns and the Renthal Fatbars come in the comfy shape of the 996 bend which is a plus.*

*Out on the track the engine performed just like a one-twenty-five should. The power picks up nice and clean, the mid-range is strong and the transition through the power range is smooth – no dead stops, lulls or hard hits, just nice and smooth and it handles great. The plush suspension sits down nicely going around turns, putting plenty of traction to the ground and giving a stable feel which gives you plenty of confidence to light it up early in the turns.*

### 250 SX

*Next I rode KTM's unsung hero. Roczen may have ridden a 125 two-stroke in a GP but I would love to see Cairoli or Nagl race a 250 stroker in an MX1 GP. This bike is crazy. It's light and nimble and has the most gorgeous power – I thought I was over with two-strokes until I got on the 250 SX.*

*The suspension was just as plush as on the 125 only this bike was riding higher in the travel which gave the bike a taller feel when riding and urged you to push into things like jumps harder. The power was just how I like 250 two-stroke power with a strong bottom-end that moves smoothly into a strong mid-range that moves smoothly into – you've guessed it – a strong top-end.*

*I rode many straights with the clutch half-in fighting to keep the flippin' front end down and the power delivery was so smooth that in many turns all you had to do was just turn the throttle with no clutch required!*





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For 2013 KTM have worked hard to bring the 250 SX-F bang up to date



#### 250 SX-F

With the two-strokes tested and some food and water devoured it was time to take the 250F out on a freshly watered, hardpack, hilly circuit. Only a few of us testing the bikes took to the circuit when it was wet which is a shame because it's a great opportunity to test the bikes in different conditions during the same day's riding.

The brakes on the KTM are powerful and have a brilliant feel – soft and smooth to pull in and press, hardening up when applying max pressure. Now when you're riding on a hardpack track with hills and cambers that have just been watered it's easy to experience that sliding feeling where the bike is running away from you, getting faster as the slide picks up momentum. I had the pleasure of experiencing this a number of times and what really took me by surprise was that as I let go of the brakes the tyres re-gripped the ground and I got control back with relative ease.

The bike felt well balanced as it wasn't just the front or the rear that broke away – the whole bike slid and then gripped with no drama. I'll put this down to the suspension which, just like with the two-smokers, has travel that's plush and smooth. The bike rode through the braking bumps well and after going a couple of clicks softer on the rebound front and rear I got much more traction and comfort riding over the stutter bumps, coming out of the turns and along the straights.

The motor took a little time to get used to after ripping the track up on the 250 two-stroke. I started riding it like a 450F and was thinking 'err, the bottom-end on this is rubbish!' and then reminded myself that this bike has been given a higher rev limit for a reason! The bottom-end is fine and the mid-range power is even more finerer! The mid-range barks at you and is responsive. Feed it into the top-end and this thing explodes – it's a rampant revver that just doesn't seem to meet the limiter. On the top-end the bike sounds crisp and alive, begging to be thrashed.

Until Ed rode the 250 SX he reckoned he was finished with two-strokes



#### 350 SX-F

The 350F is fast becoming my favourite bike of all-time. The whole package totally floats my boat. The handling and suspension matches the power and the motor fantastically. When you put the throttle on coming out of turns the suspension sits and gets drive as the motor lights up and accelerates quickly without pulling your arms out of their sockets.

Using the gears isn't as precise as the 250F and you do need to change more often than you would on the 450F. What I like about this bike is that if you want to cruise there's enough power and torque to get a good ride out of it but if you want to push your limits you can use the torque and rev it, use more body language and flick it around – the experience you get is that you are hauling ass and loving it!

#### 450 SX-F

Finally, I jumped on the 450F. When I initially got on it and took to the track I thought Heinz Kinigadner had been riding it because the handlebars were really high which made the bike feel incredibly tall – and caused my excitement at riding this all-new 450 to fade fast.

One thing that was obvious was that this machine has amazing power. The throttle response is quick and the revs pick up very fast – it pulls your arms out from the bottom-end and makes your eyes water at the top-end! So the motor is fantastic and the bike feels kinda okay but I still left the track feeling a little subdued about it.

The following morning I had a chance to do some more riding and got back on the 450F, this time changing the handlebar position as well as the levers and what a difference these small tweaks made. Now I could move the bike around and had more confidence to scrub jumps and lean the bike early going in to turns, I could hit the throttle harder and use more flowing lines, feeling my way around the track.

The suspension is harder on this bigger bike as you'd expect with the extra weight, however, you still get the same positive feedback from the terrain and there is an ease about riding the 450 with a lighter riding feel.





# LUCKY NUMBER!

MORE REFINED THAN REDESIGNED FOR 2013, KTM'S EIGHT-STRONG

ENDURO RANGE HAS GOT SOMETHING FOR EVERYONE...

Words by **Geoff Walker** Photos by **KTM**

**T**he 2013 KTM EXC range of enduro bikes has followed the Austrian manufacturer's tradition of alternate year development shared with the SX range of motocross machines. The MX bikes have come in for major development for 2013 with the supercross-winning, all-new 450 SX sitting at the head table.

This means the eight-model EXC range of world-beaters has come in for minor developments to tweak the already solid and class-leading range of bikes for all levels of competition and fun riding. And as always with the vehicles in orange the updates are all about making life easier and more reliable for the customer.

Talking of orange... The Six Days

special edition bikes from KTM come in a German colour scheme and they are fully upgraded, race-ready units. The upgrades are fantastic value for money if you can get your hands on one of these specials.

With the EXC model range the Italian mountainside test venue was a dream for evaluating the updates to the bikes. The test loop of over 12 kilometres held a lot of excellent terrain to get a feel for the bikes in high and low-speed situations. The trail could be attacked hard and the bikes responded with another new level of performance. From a personal point of view I knew what to expect from the range but it was the upgrades on specific models and across the range which needed to be tested...

## 125 EXC

The least amount of changes are seen on this lil' ripper. The cases are modified to fall into line with the 200 and its e-starter system. The 125 as always is an absolute blast and the bike was absolutely perfectly jetted and running so sweetly in Italy. This bike is an absolute rocket and I could smash my special test times from the 250 EXC-F on the 125. The turning and power delivery from the bike in the flat turns on the open section of the test were perfect for fast times even with my six foot plus frame on board... A lot of fun in a featherlight package!

## 200 EXC

I have a soft spot for the 200. The blend of torque for finding grip and the buzz from the high revving motor has always given me a cheeky grin. This year's model sees the addition of the e-starter system. You may think this is not necessary on the easy-starting 200 but KTM are after the hobby riders' moolah with this bike and anything which makes life easier for the trails is a bonus.

Hitting the magic button when your pals are kicking is always great for trail banter and the performance from the motor is not noticeably hampered thanks to the new ignition shared with its big brothers and a new head configuration to bump the power delivery up another notch. The torque and handling from the 200 will make every owner feel like a champ.

## 250 EXC

The 250 is built to race and it lives to be ridden hard. The major updates across the shared

parts of the 250 and 300 are all about high-performance at the highest level of competition. The Direct Diaphragm Steel DDC clutch is genius as it incorporates the gear and basket in one steel unit which keeps things super-compact and allows the clutch cover to be made smaller therefore reducing engine width.

All this adds to the performance in all categories of racing from EWC to extreme as the thinner the motor the less likely it is to be smashed off ze rocks. Good times! The 250 is light and the fun factor is in getting the hammer down and allowing the motor to hit its range to deliver a lot of go-forward power from just above the bottom-end. The low speed torque is still good but this motor likes to be cut loose.

## 300 EXC

The immense amount of torque and useable power makes the 300 EXC the perfect package in the engine department. The steering balance through the chassis is helped with the new 20mm off-set triple clamps and the entire balance from the bike's chassis is great.

This thing handles like a factory downhill mountainbike on the descents. It is so light and precise it is off-the-scale good. The grip can be worked with the motor's roll-on power and the trail is smashed as the low energy required to pilot this bike is very noticeable when the clock is ticking on a test. Myself and the Big Knight hit out several special test timing sessions on the 300 on day one of the test and I ripped out a few more on day two and the times kept tumbling. If it's all about the package this could be your next purchase... >>





*A great chassis and awesome engine make the 300 EXC an incredibly effective all-round package*



### 125 EXC

**Capacity:** 124.8cc  
**Bore and stroke:** 54mm x 54.5mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1471mm  
**Ground clearance:** 355mm  
**Dry weight:** 94kg  
**Price:** £5745



### 200 EXC

**Capacity:** 193cc  
**Bore and stroke:** 64mm x 60mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1471mm  
**Ground clearance:** 355mm  
**Dry weight:** 99.5kg  
**Price:** £5945



### 250 EXC

**Capacity:** 249cc  
**Bore and stroke:** 66.4mm x 72mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 355mm  
**Dry weight:** 101.9kg  
**Price:** £6445



### 300 EXC

**Capacity:** 293.2cc  
**Bore and stroke:** 72mm x 72mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 960mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 355mm  
**Dry weight:** 102.1kg  
**Price:** £6645



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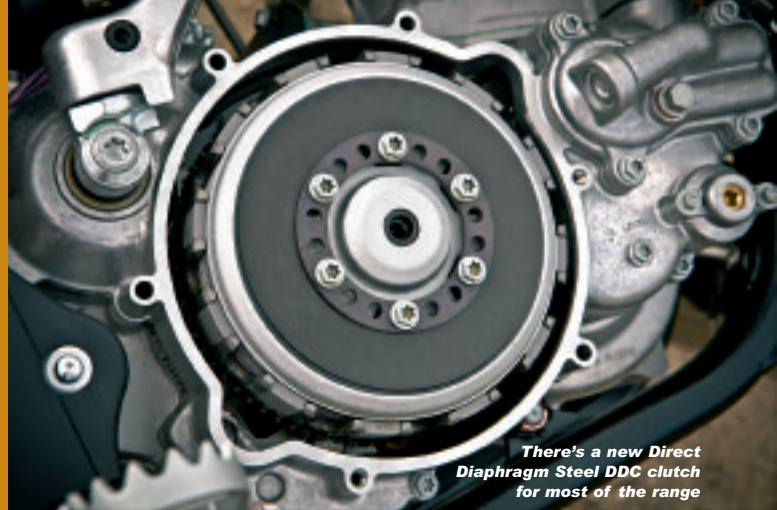
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## UPDATED

### WHAT'S NEW FOR 2013

- Direct Diaphragm Steel DDC clutch on 350, 450 and 500cc four-strokes and 250 and 300cc two-strokes
- Newly developed low friction fork oil from WP
- Stronger e-starter on 250 and 300cc two-strokes
- E-starter on 200cc two-stroke
- Slimmer motor on 250 and 300cc two-strokes due to compact DDC clutch
- New 200cc ignition, cylinderhead and carburettor setting
- New V-Force reed block on 250 and 300cc two-strokes
- Four-stroke engine cases are now high pressure die cast instead of sand cast for a 0.2kg weight saving and clean running due to the high strength alloy material
- Extra rubber caps for engine management connectors for better waterproofing
- Brembo rear brake master cylinder upgrade for improved reliability
- KTM logo dual compound grips
- Reduced friction fork seals
- Triple clamp off-set is changed from 22 to 20mm on the 250 and 300cc two-strokes for improved stability
- Black coated spokes for better longevity
- Maxxis enduro tyres fitted to entire range
- Micro screen fuel line location in the fuel line connector for easy maintenance

### SIX DAYS MODEL RANGE

- All new WP 4CS closed cartridge forks
- Machined triple clamps in bobby dazzler orange
- Orange frame
- Supersprox dual metal rear sprocket
- Black logoed Six Days handlebars
- Orange chain guide
- Radiator crash guards
- Cooling fan on four-strokes
- Solid rear disc
- SXS camel seat
- Plastic easy-remove sumpguard
- Carbon exhaust guard on two-strokes
- Anthracite coating on silencers with logo
- Black Giant rims and black spokes
- Front axle puller
- German Six Days graphics

© Mitterbauer H.





The big two-smokers are a whole lot of fun to ride thanks to the combination of sweet handling and great engines



## 250 EXC-F

The 250-F simply does what it does. The power delivery is solid and the handling is balanced. I have spent a lot of time on every generation of the 250 EXC-F since it first arrived and this generation is falling into the category of all round nice guy. The bike doesn't inspire with massive performance in any department but delivers enough in all.

The ride is easy but the bike in stock trim can take you to a good level before modification is required. With the high performance of the two-strokes the little four-popper is being over-shadowed for competition use from the crate.

## 350/450/500 EXC-F

The 350 is proving to be a big hit with the off-road crew – this bike blends great power and a light touch to the handling.

Like with all the four-stroke range the handling, although balanced and very stable, gets left slightly behind with the great improvements to the two-stroke range. I have to get it out there and say the two-strokes kick ass when it comes to the handling department and the gap is more noticeable now than ever. Could now be the time for a possible move to the linkage for the EXC four-stroke range of enduro bikes?

Don't get me wrong, the big four-strokes all work fantastically well in all conditions and the control level with all that smooth and torquey power available from each of these bikes is a dream. The solid chassis packages on these bikes inspire confidence at speed as the bikes settle in to drive you through the high-speed hits.

I haven't mentioned the Maxxis tyres until this point as the test lap was 90 per cent high grip for all the bikes so the tyres felt good across the range. Tyres, as we all know, are a personal choice and the move to switch from Metzeler to Maxxis was taken by the top brass at KTM HQ. The Maxxis worked well on the Italian going and the only shortfall was in rear grip on the big bikes which caused a few traction issues when the big power was laid down to the ground. Side control grip was controlled across the range.

To wrap up on the big dawg four-strokes, they all do an amazing job and it is simply down to deciding how many ccs are required for your personal enjoyment...

Geoff lays down the power on the big 450 EXC-F



The 350 EXC-F is shaping up to be a big hit off-road



## 250 EXC-F

**Capacity:** 248.6cc  
**Bore and stroke:** 76mm x 54.8mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 105.7kg  
**Price:** £6995

## 350 EXC-F

**Capacity:** 349.7cc  
**Bore and stroke:** 88mm x 57.5mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 107.2kg  
**Price:** £7095

## 450 EXC

**Capacity:** 449.3cc  
**Bore and stroke:** 95mm x 63.4mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 111kg  
**Price:** £7195

## 500 EXC-F

**Capacity:** 510.4cc  
**Bore and stroke:** 95mm x 72mm  
**Transmission:** Six-speed  
**Fuel tank capacity:** 9.5 litres  
**Front suspension:** WP USD 48mm (300mm travel)  
**Rear suspension:** WP PDS (335mm travel)  
**Front brake:** 260mm disc  
**Rear brake:** 220mm disc  
**Seat height:** 970mm  
**Wheelbase:** 1482mm  
**Ground clearance:** 345mm  
**Dry weight:** 111.5kg  
**Price:** £7295



# TONY'S PONY!

**OUR #1 MOTOCROSS TEST RIDER ED BRADLEY RIDES RADLY AND BEHAVES BADLY ON THE ANTONIO CAIROLI REPLICA KTM 350 SX-F...**

Words by Ed Bradley Photos by Suttty

**M**y daughter is ace. She's slim, flexible and strong because of all the gymnastics and swimming she does.

Grace has a positive approach to overcoming obstacles. At school kids have attempted to take the Mickey out of her strawberry blonde hair by calling her names (use your imagination) which she just turned around and now proudly calls herself The Ginger Ninja!

You see Grace is a little different. She can do flips and somersaults and is really strong. She looks like a normal kid but has something special about her – pretty much like the limited edition 350 SX-F Cairoli replica I've been testing! Not that I'm suggesting that Cairoli is ginger, or indeed a ninja for matter (although if he was how would we know?). What I am trying to say is that this bike looks a little different and performs a little different to what is already an awesome bike.

KTM have produced this bike – and the Roczen replica – to honour their achievements in winning the 2011 world MX championships and to give Joe Public the chance to have a bike that looks factory. The factory look comes from the exclusive Red Bull graphics and of course their racing numbers plus the frame is orange and the rims are black to maximise the sweet looks. In addition, the bike comes with a front disc cover, handguards and a high-tensile aluminium skid plate. The Cairoli replica also comes with a CNC-machined factory clutch cover

and the black Renthal bars are fixed onto orange factory triple clamps.

The performance parts start with the SXS seat (which is ribbed for your pleasure), a factory electric start system and a factory Akrapovic titanium silencer to give the bike that extra bit of zing. And this bike has plenty of zing!

I was lucky enough to steal this bike from Suttty who I caught skulking away with it around the back of the British championship paddock at Lyng. After a few minutes of sweet talking I was pushing it back to my van with a huge smile on my face – after all, I was just about to go and test the 2013 models and had never ridden the 350 before. What an opportunity!

I hadn't ridden in anger for a couple of weeks so when I was sat waiting for our session to go out onto the track at DMP I kept telling myself to just take it easy, find the lines and get used to the bike. Within the first half-a-lap I discovered that the suspension is super-plush and soft which was mostly noticeable with the rear shock. Coming out of turns the back end would sit down and get great traction and then soak up the little accelerating bumps which felt brilliant.

It was, however, riding a little too low on the back so we added some preload to lift the back end up which gave a better feel on the front too. The front end really surprised me because this bike had only done about an hour for running it in and the forks worked so well over the bumps. There's no harsh feel like

you'd get on a Japanese standard bike's front end, the forks just worked really well straight away. There was no need for bedding the suspension in as the bike, for me anyway, was set up great straight away.

Having the back end riding slightly low seems to be a part of the 350F characteristics. At DMP we have wicked corners that get a bump built up at the beginning and then a smooth berm to rail around the rest of the turn. With the 350 you can brake really late into the turns, use the back anchor to start sliding the back end out and then whack the throttle on and blast your way out of the turn. You can do this on the 350 SX-F easily, it feels great and I could imagine being Cairoli as well as looking like I'm on his bike!

During this first half-lap the motor felt a little stronger than a 250F on the bottom to mid-range power as I started riding the bike in 450 mode. Needless to say that after the first half-lap I started revving the bike and using all its power to the max – this awesome concoction of nimble feel and super-strong power had me hauling ass for a full 20 minutes at a speed that was getting me over-excited as I upped my pace lap-after-lap.

The Cairoli 350 SX-F replica gives you heaps of confidence with its super-trick looks matched by its sweet motor and great handling! The price tag is £7895 which is a fair bit – £1250 to be exact – more than the stocker but if you've got the dough to look pro then I doubt it's going to put many people off...





*Ed cuts loose at DMP  
on the Cairli replica  
350 SX-F – you get more  
machine for more moolah*







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# SECOND COMING!

**DISILLUSIONED WITH MOTOCROSS AFTER A STRING OF INJURIES BLIGHTED HIS ADULT CAREER, FORMER YOUTH CHAMP JORDAN ROSE INITIALLY RETIRED – AND THEN REINVENTED HIMSELF AS A WORLD CLASS ENDURO RIDER...**

Words and photos by Future 7 Media Ltd

**R**acing dirt bikes has taken Jordan Rose down a long and winding road, starting with a glistening schoolboy motocross career that saw him claim numerous titles.

His path through the adult ranks failed to bring the same levels of success he'd enjoyed as a youth – although there have been some memorable moments – and a catalogue of injuries ultimately prevented him from realising his dream of winning an adult British championship. That is until now...

Disillusioned with the sport he'd loved for over 15 years, Jordan hung up his boots during 2010. Though the original intention was to call it quits, after a chance meeting with friends of a friend Rose accidentally sidestepped his way into enduro during 2011. Now, just 12 months later, he's is on the verge of capturing that first elusive British title, albeit an enduro one – the Husqvarna ACU British Sprint Enduro Championship.

Starting the season as a complete underdog with Electraction TM, a team he's previously ridden for during his motocross days, Rose has steadily improved his game during the 10-round championship. Bagging a third place result at round two during the season-opening weekend in Aldershot, Rose improved at round three to place second to KTM's Taddy Blazusiak at Llangrove before finally breaking through for a double victory – and the series lead – in Saints Well, Wales.

"This season has been all about trying to steadily improve with each round," says the modest Rose when quizzed about his 2012 season so far. "Generally I don't get nervous before a race but leading into the opening round of the series in Aldershot my stomach was doing somersaults. It was my first race for my new team and I really just wanted to get that one out of the way and get some solid points on the board."

Against some of the biggest names in the business – including KTM's leading trio of David Knight, Taddy Blazusiak and Johnny Aubert,

Husqvarna's US import Ricky Dietrich plus the best of British talent – Rose just about held his own. In sub-zero conditions that were anything but easy, Rose's position of 13th in Elite at round one certainly didn't do him justice.

"I was doing my best, trying to have a steady ride in those conditions. The track was changing all the time and it was so easy to make a mistake. I was in the hunt for a top five result until I bent the chain guide when I caught it on a concrete block by the side of the track and it ripped the chain off. That effectively ruined my result but in the final test of the day I set the third fastest time which gave me some belief that I could do it again."

True to his word, Jordan hit the ground running on day two. Heading Knight and Tom Sagar on the opening two laps, he looked on course for a potential race win until a crash during the second to last test set him back. With the chance of victory lost, he battled back to finish third in class less than two seconds off Sagar's rear wheel.

Since then he's continued to build on his results with each passing round. Going from strength to strength he's worked his way into the lead of the championship and with two rounds left to play for it's his for the taking. But it's not just in the BSEC that the TM rider is getting impressive results. After a torrid opening round of the British Enduro Championship, Rose placed fourth overall at round two in Helmsley – although it's a result he's not satisfied with.

"To be fair, the first two rounds of the BEC haven't really suited me," confesses Jordan. "Aside from the extremely rotten muddy conditions I just haven't adapted to the flow of the special tests. They've been very stop-start and I've found it hard to get a rhythm going. The special tests in the BSEC have been much faster and with my motocross background I've been able to adapt to them much quicker."

"I'm getting there. My goal is to try and reach the podium at the next round of the championship and aim to win one before the year is out. Obviously, David [Knight] will be >>>

*Jordan's surprised many with how well he's adapted to enduro after a long career racing motocross*









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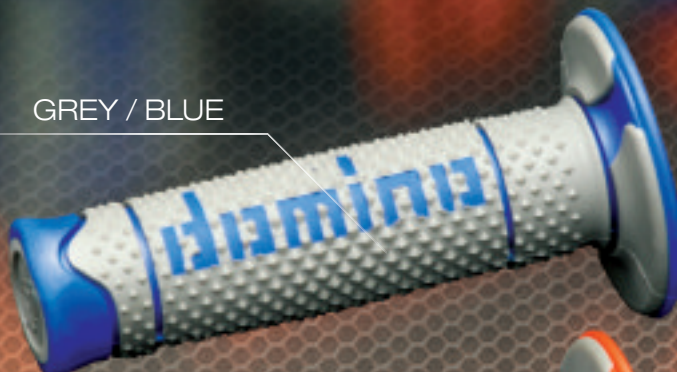
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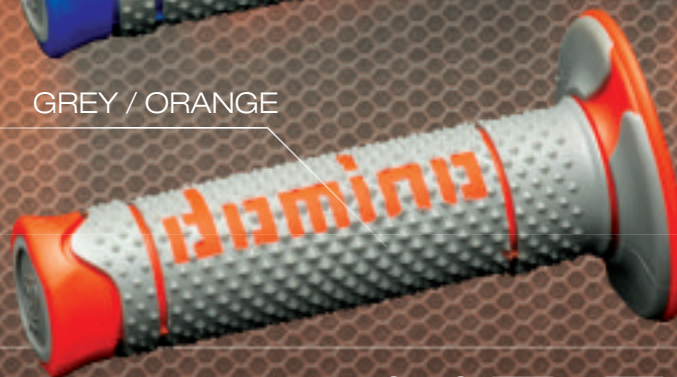
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tough to beat but I feel it's possible. Ultimately, it will be a matter of gaining experience and learning how to adapt to that style of riding. It's still effectively my first full season of enduro whereas these boys have got a good few years on me."

Added to that the pressures of juggling a full-time job to support his family means Jordan is restricted to when and how much time he's able to spend improving his game.

"I'm not a full-time rider anymore, at the moment racing bikes is just a hobby. I've got a wife and family to look after so I work five days a week – seven if I have to. That makes it difficult to train and ride on a regular basis. At best I get out one evening during the week and then on the weekends but when I do ride I focus on the areas I'm poor at like the extreme stuff. After that I just try to overcome my pre-season preparation with determination and so far it seems to be working."

Based on his recent successes in the Enduro World Championship, Jordan's results are testament to the fact that grit, determination

and desire are arguably still the most important ingredients when it comes to getting results.

Making his EWC debut during the back-to-back Spanish and Portuguese GPs, the Yorkshire native delivered some stand-out performances. With no real targets set prior to the start of the GP of Euskadi in Spain, Rose busted out a top 10 finish in Enduro 2 on day one. And in a class that contains riders with a combination of 16 world enduro titles between them that's no mean feat. But it was his day two result that really set tongues wagging.

"I didn't really have a goal entering Spain. I just viewed it as a chance to have a go at some world championship racing. The nerves were at me starting the Friday evening super test – it'd just started to rain and I was afraid of cocking it up in front of everyone.

"Once I got that bit out of the way I began to settle into it. Unfortunately, the weather kept changing during the morning and we struggled to find a good setting with the jetting early on. By the end of day one everything started to come right and I eventually finished eighth. When I looked at my times that evening I noticed some of them hit top three so I went for it on day two."

Jordan was instantly on pace and by midday the unknown EWC rookie was running as high as fourth and ahead of guys like Johnny Aubert. Disappointingly, aspirations of a podium result at his first attempt subsided with a crash on the enduro test that knocked him back to seventh. But with one lap left to run he fought his way back to fifth in the E2 class and in the process beat other British participants Knight, Danny McCanney and Alex Rockwell.

One week later he proved his performances in Spain were no fluke as he finished with rock-solid ninth and eighth-placed results at the GP of Portugal. >>



## JORDAN ON...

### THE BOSS – NICK CRAIGIE

"At the end of the last year Nick rang about riding for him in 2012. At first he offered a deal but later took it back. He then offered me another one but again said he couldn't but luckily he eventually did. I'm not sure if that was an Irish way of things but in the end we got something sorted and settled on a proper good handshake – gentleman's agreement. He's in it solely for pleasure and enjoyment. It's not making him money, it probably costs him money to race but he does it for the passion and that's what's so good about him – he's an enthusiast."

### THE BEC

"The BEC needs a change but it'll be hard to because the sport is small here. However, the level between it and the EWC is too great so something needs to be addressed if we want to improve the talent in Britain on the world stage. Luckily the sprints have helped me out, they're geared more towards EWC special tests. The course at Saints Well wasn't far off the enduro test in Spain."

### INJURIES

"I dislocated the lunate bone in my wrist when I was about 16. The surgeons ended up taking the nerve out to stop pain and added extra ligaments to hold it in place. I haven't got full movement in it which sometimes makes it hard to stand up and twist the throttle at the same time. I've also had two knee rebuilds and I fractured my skull when someone's footpeg went through my helmet in a first corner crash at Hawkstone Park. I ended up in hospital for two weeks after that."

### THE ISDE

"I want to go if I get picked but it'll come down to cost. The ACU doesn't have a big budget for it, neither do I and nor does Nick. So even if I do get picked to ride I don't know if I can go or not but I would love to be there to represent my country."

### VENISON!

"At the European Enduro Championship in Romania I hit a deer during the test when I was flat-out in top gear. It just leapt out over this fence and I hit it square on. As I saw it coming I tried to jump off the bike but still managed to smack it full force and cart wheeled down the track. Luckily there were two marshals that saw it because otherwise no-one would have believed me. I scraped myself up off the ground and carried on. I could barely ride and the bike was hanging together but the deer just got up and f\*cked off!"

Jordan's keen to represent his country in the ISDE again this year



Rose races to a top 10 finish in Portugal







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# THE BOSS!

**NICK ON JORDAN...**

"I've known Jordan for years. He used to ride for TM back in his motocross days and now he's come full circle again only this time it's with enduro. I had been looking for a rider to support in both the BEC and the BSEC and when I heard that Jordan was looking for a ride in 2012 we organised a plan and got the ball rolling. Our main goals for 2012 are to try and win the BSEC championship and then to do whatever BEC events I felt were worth doing along with some EWC races.

"So far his results on what is effectively a stock bike have taken me a little by surprise. It's not so much his speed but more his commitment to riding the bike. He's one of the most committed riders that I've ever had on the day of a race. He's determined to always improve and gets annoyed when he doesn't which is a good trait to see in a rider. Based on his recent results in the EWC I'm not really sure where to go from here – I'd only planned to do Spain and Portugal. Hopefully we'll be able to give him another run in the EWC but ultimately it'll all come down to cost."



**In BSEC action – the series could bring him his first adult national title this year**

"It's odd. When I look at the EWC I see guys winning that I used to race with during my motocross days – guys like Pela Renet. He's leading the world championship and I've beaten him before. Actually I've beaten him a few times when we raced together in motocross – once when I raced as a wildcard at the MX1 GP at Mallory Park and before that at the MX3 GP at Hawkstone Park during 2008.

"That was a good ride back then. We battled the whole race and I managed to beat him to finish on the podium. I know circumstances have changed a lot since then but I feel my speed is still good and that with some more practice I could do all right."

While it's clear that Jordan certainly doesn't lack confidence and he's already shown to have speed of the highest level, it seems that at the moment it's experience that's letting him down. Enduro is a sport that encompasses so many elements and it's something Jordan is beginning to figure out.

"There's definitely a lot to learn with enduro. Back in my motocross days a lot of it broke down to being fast out of the gate and holding it together for 20 minutes – now the race is almost two days. There's so much more stuff that

comes into play. Before I never really weighed up the risks involved, sometimes if I thought a line was faster or a pass was possible I'd just go for it and hope for the best. Now you need to think a little further ahead than just the next corner.

"You've got to conserve your bike and your energy to go the distance. If launching off a rock will save you time, you need to decide whether or not it could break your spokes or a wheel.

"Even out on the checks you always need to choose the correct line that will do the least amount of damage to your bike. Simple things come into play like riding on the dirt instead of rocks in order to save your tyre for the test where that extra little bit of grip matters. There's so much to think about now and that's partly why I'm enjoying it – it's a new challenge."

That challenge is one the TM rider is meeting head on and for a rider that had walked away from the sport he once loved it looks like he's back on track and eager to prove himself.

"With MX I got complacent, I settled into the same weekly rut and in the end I was only riding it because that was all I knew. Now things have changed – I'm happier, I'm enjoying it and I love getting to the races. Right now I just want to crack on and see how fast I can actually ride."





# ON THE **WINGS** OF HOPE!

**AUSTRIAN MX LEGEND HEINZ KINIGADNER, THROUGH THE WINGS FOR LIFE CHARITY, IS COMMITTED TO FINDING A CURE FOR SPINAL CORD DAMAGE. HERE HE SPEAKS TO HIS OLD FRIEND JACK BURNICLE ABOUT HIS OWN PERSONAL MOTIVATION AND THE VITAL R&D WORK WINGS FOR LIFE HELPS TO FUND...**

Words by Jack Burnicle

**W**ings for Life was established in 2004 by Red Bull boss Dietrich Mateschitz and Austria's only ever world motocross champion, Heinz Kinigadner. The trigger was a tragic racing accident that befell Kinigadner's son Johannes who crashed at a charity motocross event and broke his neck. Wings for Life is a foundation that funds scientific research into finding a cure for spinal cord damage, an unwelcome but persistent injury in our sport.

Ironically, Johannes' accident occurred just two days after he and his father had visited German rider Pit Beirer who was paralysed in the 2003 Bulgarian GP, live before our disbelieving eyes on Eurosport.

"We drove from seeing Pit in hospital and I remember Johannes saying to me 'I didn't realise he was so bad'," recalls the man we know affectionately as 'Kini'. "Then Hannes had his accident. Even with the help of Didi Mateschitz and all the power in the world you are helpless and have to accept what has happened. But that is like giving up and I will fight to my last for change. I believe 100 per cent that even if it is not until the end of my days we will find a cure."

They say lightning doesn't strike twice but in Kini's case his family has been hit four times now. A strong, resourceful man, he has needed every shred of the good humour and willpower that drove him to world motocross success. Two weeks after

his first grand prix victory, at Maggiora in 1982, his mother died in a car crash. Two weeks after he won his first world title, in 1984, his older brother Hans was paralysed in a motocross accident. "That's why I started so badly in 1985," smiles Heinz wryly. "I didn't begin practising until January and the first GP in South Africa was a month later." Then in 1991 Kini himself survived testicular cancer.

His story is inextricably entwined with that of KTM who signed him as a rider in 1983. "After Johannes broke his neck we joined Pit in a rehabilitation centre. We spent much time together and talked a lot. I said to KTM 'I think we have to give him a job in our sports department because Kurt Nicoll [then Sports Director] is not really in control – he is just giving away more and more money!' I told my boss Stefan Pierer that my job was done and Pit was the right man but he said 'no way – he needs your advice at least!' So I am Sports Director again now, though my main job is organising sponsors."

Kini lives 200 kilometres away from the KTM factory at Mattighofen so only goes in one day a week. "My main job is to be with my son and make his life as good as possible," explains Heinz.

They are a close-knit family. Younger brother Klaus – another former grand prix racer – converted their old bakery into living accommodation. Hans, who is wheelchair bound, lives in their late

father's house. "He is very stable, has stopped drinking and discovered the internet – motorsport, boats, nice girls – it is very good for him," grins Kini. Their sister and her husband now run the bakery and Kini's daughter Isabelle also lives there.

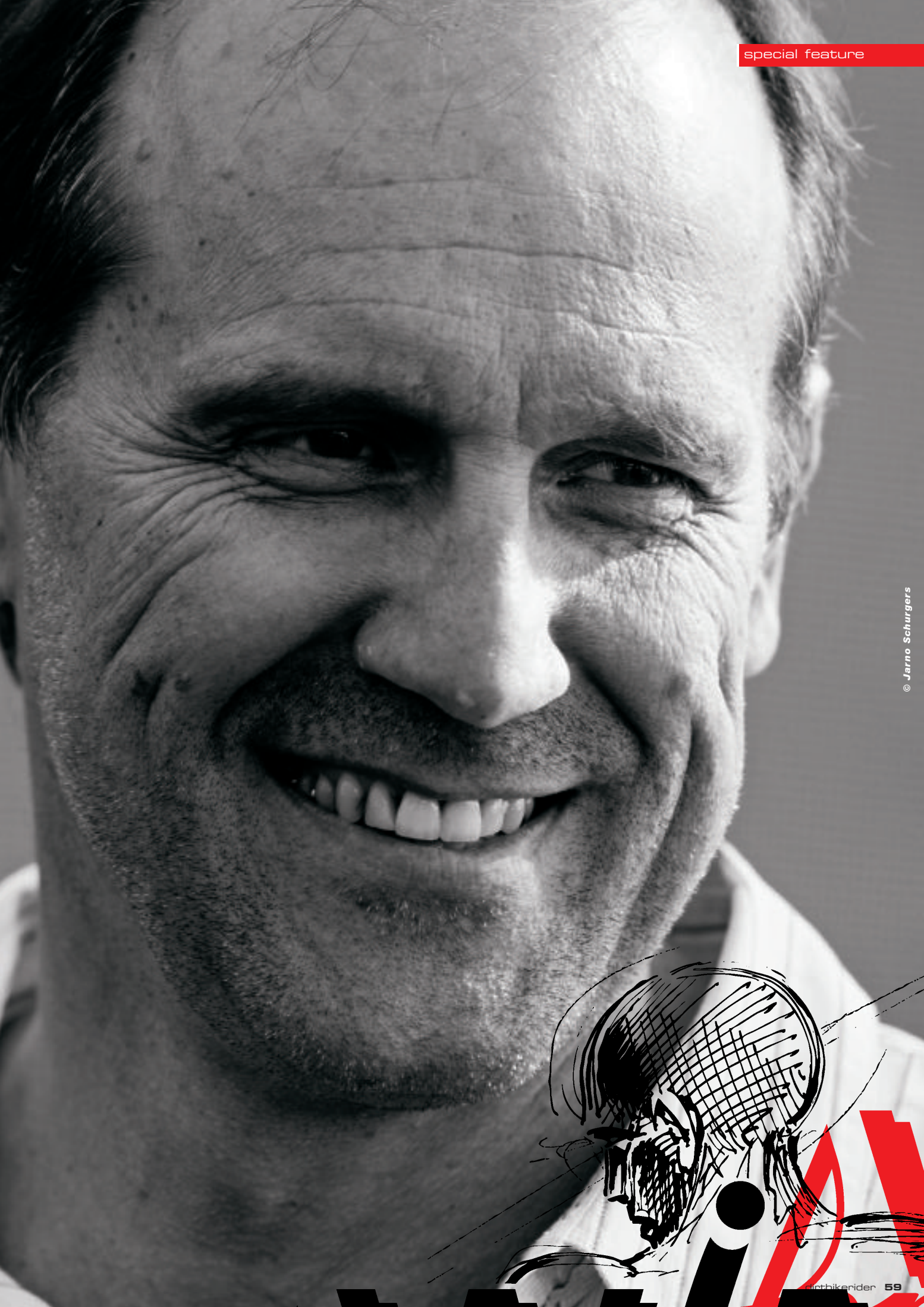
"Underneath the bakery is our rehab centre," explains Kinigadner. "We are in there for eight hours daily from 9am, five days a week. Johannes has no finger movement but some feeling in the arms. So for him independent living is impossible. He is catheterised every four hours and needs help to do it himself."

Yet father and son live an extraordinary life and motocross is still the favourite family sport. "When US supercross is on the internet at four in the morning we are all watching to see how Roger [de Coster] and Dungey and Musquin are doing! We are good friends with Red Bull and Mark Webber and Sebastian Vettel and are away many weekends to see Moto3 [in which KTM race], Formula One GPs, air races. To see our friends and excite us. We went to supercross this year in Atlanta and Daytona, enjoyed a holiday in the Dominican Republic in between races and went to see the Red Bull X-Fighters in Dubai.

"Every weekend I'm on a race track somewhere with Hannes! Friends visit him during the week playing poker games or we're out with his therapist to the cinema. And in May we went to a press conference with Webber and Vettel in Barcelona!"

>>







# DESERT DESIRES

## BACK TO DAKAR...

Two years ago after the F1 GP in Abu Dhabi, Heinz had a trip with world champion Sebastian Vettel out into the desert on quads.

'Ah, it's good. I'm missing it! So my latest project is because I like the desert. I talked with [ex-Ferrari F1 driver] Gerhard Berger and two of our best Austrian actors about them doing the original African Paris-Dakar on bikes. Red Bull are sponsoring the actors for six months. They will prepare in Ibiza, do the Erzberg Enduro, then learn log book riding with Marc Coma before going to Dubai for a week to learn to ride in sand and heat! I've prepared a car for my son Johannes – a Polaris racer with power steering and hand throttle and brakes so I'll take it on my truck and me and Gerhard will have fun as support crew! The first press announcement was at my Full Gas Festival and it was all the next day on the national news.'

Another ingenious piece of publicity for KTM from their most enduring ambassador...



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**Top to bottom:**  
Heinz with factory KTM rider Max Nagl, his son Hannes, former F1 star David Coulthard and Red Bull F1 drivers Sebastian Vettel and Mark Webber

Heinz also promotes 'Kini's Full Gas Festival' annually in his hometown. "This year we had 25,000 spectators and David Coulthard [a Wings for Life ambassador] as special guest," he says with justifiable pride.

After Johannes' accident they made contact with Arnold Schwarzenegger and the Christopher and Dana Reeve Foundation. "We have a lot to do with David Bailey and Ernesto Fonseca in the States and used to see Danny Chandler [who died last year]," adds Kini. "I last met Andre Malherbe at Formula One in Spa two years ago. He was in a very good mood and does all the VIP service for the Monaco GP despite being on a breathing machine most of the time.

"Wings for Life is working hard. We select new projects to fund. But after six or seven explanations it upsets me because nothing is really making a step forward! Just basic science and research. But there is no question we have to do it. I want to see a day when we can say spinal cord injury is no longer no way but a wheelchair but I don't need to be the hero who made it possible and sometimes I'm very

nervous and afraid we are not doing enough or the right things.

"We have a good team. Anita Gerhardt, the CO of the company, runs Wings for Life in Austria and travels to all the countries where we have operations, including the UK. We are mainly bringing in the money – the easier job! We have an advisory board comprising the best doctors in the world to select which projects we adopt and we are constantly in discussions with them. Proteins, cells, therapies – for all these things we need specialists.

"Our advisory board is the difference. No-one has the selection system we have so we spend our money on projects to find a cure, not on a wheelchair or daily help. Yes, that's necessary but I realised after eight months with my son that almost everybody finds a little help for daily life – government funding, the local village – so they are not ending up on the street.

"We bring all the scientists together in Salzburg every year to help push research forward. That is where I met Dr Samuel David from McGill University in Canada who found out about the regrowth of the spinal cord – the key





© Jarno Schurgers



for all of them to believe there is a possible cure. Many of them are really clever guys but very isolated in their work."

Dr David is a member of the advisory board which includes distinguished professors from Germany, Austria, Switzerland and Yale and Harvard universities in North America.

Kinigadner inevitably fields constant pleas for help from the relatives of accident victims. "I'm not a guy who thinks a lot," he smiles. "On one side this is a good point, on another not so good! I haven't a strong memory. It helps me to forget the bad things quite quickly. The last nine years with my son and our foundation mean I get many parents, wives and friends of injured motorcyclists asking for help. I also get parents who want their children to become MX stars. I say 'look at my son, this is what can happen'.

"My nephew could become Austrian junior champion this year but I am not supporting him because of this. It is a sport which has given me everything but taken too much as well. Yet both my brother and my son love watching motocross! I am so proud of Johannes. For nine years now we are together daily. He has made me much

stronger than I was before and shown me that there is a way you can live with every situation. We have so much fun together.

"Only a few weeks ago a doctor explained to us some possibilities for the future and Hannes said 'do you think I should order my new bike now or should I wait?! Sometimes I'm watching him and thinking how he has got nothing from this life and it is so unfair. But if I'm with him there is no way I can show it. He has never once said 'this is a sh\*t life and I don't want to do anything today'. So there is no room for any of us to move down. This is really amazing!"

One recent encouraging discovery is that a treatment for acne has been having some beneficial effect when administered immediately after an injury. "If you give a very high dose it helps to keep some nerves alive," explains Heinz. "And with 10 per cent of your spine you can lead a normal life. When the spine is in shock, the swelling and trauma kills nerves. This stuff minocycline helps keep them alive."

When his close friend and former rival Georges Jobe crashed in Dubai four years ago he asked that the doctors phone Kini. "They gave

him minocycline that first night," says Heinz. Jobe, a five-time world champion, was eventually able to make an almost full recovery. The same thing happened with the British GP winning road racer Simon Crafar who crashed into a car while off-roading in Romania. He was treated immediately and then flown back to Barcelona near his home in Andorra.

"Two years later I met him and he was walking completely normally," says Heinz. "Also at an MX race in Latvia an 18-year-old French kid on Jacky Martens' team crashed but the hospital in Riga had no minocycline. A friend of Jacky's bought some from a pharmacy in Lommel and flew straight there. It was not soon enough and that boy is still in a wheelchair but he is able to stand up. Every single feeling you can keep is like gold, I can tell you. Every little sensation my son has is so valuable and you are fighting so hard to get more!"

"Right now he is in a wheelchair for the rest of his life. But it is only 20 years ago they found out that the spinal cord tries to heal and some reaction prevents this healing. So one day I believe a cure will be possible..."



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Photo by Nuno Laranjeira



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Heinz and Hannes are incredibly close

Heinz Kinigadner the action hero – showing who's #1 and (below) winning the first 250 GP of 1984 at St Jean d'Angely

© KTM



© Jack Burnicle

## KINI, KTM AND THE DAKAR

### LEFT FIELD THINKING...

Heinz Kinigadner was in his sixth season as a factory KTM racer when a back injury forced his retirement in 1988. At the same time Ezeb, the huge family bakery that had backed his early career, was facing financial ruin.

"I lost everything when I stopped racing," says Heinz. "I owed a lot of Austrian schillings to the bank! I asked Stefan Pierer to help me find a way out. He said no! Then he met a guy in a pub who knew me, rang me back and said 'I come'." The bakery was saved in a smaller form.

"Three years later," continues Kini. "I was on holiday in Ibiza [where he has always kept a house] and I heard from Farioli, the Italian importer, that KTM would be bankrupt in a few months." Heinz went back to Pierer and on Christmas Eve 1991, as he boarded a boat to Libya for his first Dakar Rally, he got a call from Stefan saying 'today we got KTM'.

Pierer had become the main shareholder and boss in Mattighofen and in January 1992 formed a new motorcycle company - KTM had been saved! "He also saved my life," smiles Kini. "I had no idea how I could ever pay that money back to the bank as a baker. So the KTM story is also my story!"

1991 had been a turbulent year for Kinigadner. "I felt there was something wrong with my balls!" he exclaims. "It turned out to be a big tumour. The doctor asked me 'do you have any problems?'. Well, I've lost all my money and we will lose our house so I would say yes [this is typically black Kini humour!]. He said 'forget these problems – we have to operate tomorrow'. But I need to go to Italy for 10 days. 'In 10 days it will be too late, you will be dead'. Okay, so I'll go to Italy tomorrow and come back the day after!"

"When I had chemotherapy I thought it was time to say goodbye. I lost all my hair – my whole body was filled up with chemo! But two months later I had my final

check and have never been back to the hospital any more!"

He was already driven to do the Dakar to Cape Town Rally. "Wow! What an adventure. The whole of Africa. I had no money and no sponsors but I had to find a way. Hard, hard work, ringing companies. But people remembered me as two times world champion and made it possible, though I had to do it for Yamaha Italy and was upset to be on a Japanese bike!"

The Yamaha burst into flames after four days but Kini had seen enough to instigate a seismic shift in KTM's market. "I saw that off-road was more than just motocross. So much international publicity, especially for the Paris-Dakar. Everyone who does it is a big hero in his home town. Guys might be no motorcyclists but are big heroes. So easy and relatively cheap to make a brand well known.

"You can watch Cairolì and know you'll never be able to do a triple like him but anyone can believe that one day, if he has the time and the money, he can do something special and have a big trip to Morocco or South America or wherever. I explained this all to Calman Czech who was still involved at KTM and our Swiss importer Kalberer – let's go with rally bikes. I saw when I did that race that Stephane Peterhansel and those guys were on powerful 750, 850, 1000 and 1200cc machines – big twins with no suspension weighing 300 to 400 kilograms. They could only do 140 kilometres per hour but I knew I was not far from being afraid at those speeds so how could a private guy have fun with these bikes?"

"What if we offered by far the cheapest bike, weighing under 200 kilos with full fuel tanks and our normal enduro or motocross suspension where you can have the most fun?"

KTM listened and in 1994 started out with six bikes and four boxes of spare parts. "Then in 1995 I was

already winning the first six stages before my bike broke," recalls Kini. "We had no service truck so I was out. But by 1997 we were the number one bike in the Dakar Rally."

Heinz never won the Dakar, riding his last in January 2000 on his 40th birthday. "I only ever twice reached the rest day," he laughs. "But these races were an adventure, not racing. I would have liked to win of course but I had so much fun out there. Four times I had technical problems and three times big crashes after technical problems. When you get hot or angry it is not the right mood for this kind of race. One time I ran out of petrol in the desert. I was so mad I jumped the next dune – the guys in the petrol truck heard the impact and I woke up in a helicopter!"

In 2000 Kini was second behind his great friend and team-mate Juan Roma when the Dakar was stopped early and declared a result. "I was so happy," he grins. "Then the day after they decided to fly us all up to Libya and carry on again. First stage was a short 250 kilometres. I won it at an average speed of 156kph – still a record stage speed on the rally. There was not one knobble left on my tyre!"

The next day he suffered a major oil leak and after a long delay at a refuelling halt set off late and very fast on the wrong road. "I hit a dry river bed flat-out, took off for 45 metres, smashed my pelvis, hand and ribs and was knocked unconscious. Fortunately, a guy following my tyre marks found me."

The following year Fabrizio Meone became KTM's first of many Dakar victors – in fact, KTM have never been beaten in the Dakar since that 2001 win. Nani Roma, Richard Sainct, Cyril Despres and Marc Coma have ensured their complete domination and in the past two years, to utterly vindicate Kini's inspired original idea 20 years ago, Coma and Despres have won on flyweight 450s!





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**W**hen was the last time you serviced your bike's steering head bearings? I'm guessing if you're one of the many racers out there who buys a new bike each year then the answer is probably never. Even if you don't replace your ride regularly I reckon most of you will be guilty of neglecting this very important part of your race machine. As well as being critical to your safety, steering head bearings should be considered a performance part too as few other components have such a big influence on the way your bike handles.

Fortunately, servicing them is a relatively quick and easy task and the major pay off is that the more often you do it the better your steering will feel and the likelihood of you

having to completely replace the bearings and races becomes less and less. Before cracking on with this job make sure you've got the right tools for the job – spanners or sockets to fit all the nuts and bolts, a c-spanner, torque wrench and a hammer and punch are the absolute basics. Oh and grease – you'll need a high-quality racing grease n'all.

Like all jobs a calm and methodical approach is the best way to tackle it. So if possible have your workshop manual on hand and be prepared to phone a friend if you get stuck or need help with a particular part of the process. Or, if you're breaking into a cold sweat just thinking about it, then maybe you should pop your pride and joy down to your local dirt bike dealer – after all, that's what they're there for!



**07** The lower bearing now needs fitting onto the steering stem. Fit the seal first (the right way up), then slide the bearing onto the shaft ensuring you only hit the inner race when tapping the bearing into position. Tap one side and then the other to ensure the bearing goes down evenly until it's all the way in position.



**08** Use a high quality grease to pack both the lower and upper bearings then slide the lower clamp up into the frame and slip on the upper bearing and washer. If you've got a KTM slide on the o-ring then refit the top clamp, loosely tightening the large retaining nut. If you've got a Japanese machine you'll need to refit the castellated nut and tighten it down with a c-spanner. Make sure the steering action is smooth before fitting the top clamp.

## TAPERCAPER!

**SERVICING YOUR STEERING HEAD BEARINGS IS A NECESSARY EVIL THAT EVERYONE SHOULD TAKE ON MORE REGULARLY...**

Photos by **SUTTY**





**01** Stick your beloved – and spotlessly clean – bike on a stand then remove the front wheel, get rid the front number plate, unbolt the front brake caliper, take out the forks and discard the front mudguard.



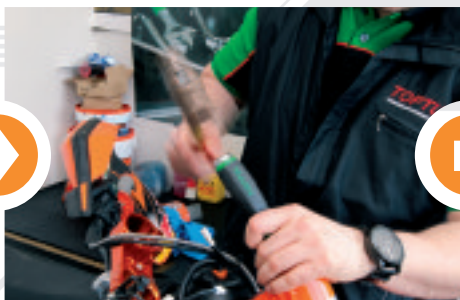
**02** Take off the large nut that holds the upper triple clamp onto the steering shaft. On some bikes you may need to remove the handlebars to gain access to this nut. Remove the large nut then take out the second bolt that's clamping the steering shaft. With these removed the upper clamp will pull up and away from the steering shaft.



**03** Now if you've got a KTM or Husaberg take off the rubber o-ring and the protective ring/washer or if you've got a Japanese bike loosen and remove the castellated nut. The lower triple clamp and steering stem should just slide out at this point if it's not already fallen out onto the floor. I should have maybe warned you about this beforehand \*wink\*.



**04** Clean the bearings, seals and washers. Visually check the bearings and races – that's the surface the bearing runs against – for damage, rust or signs of wear. If they're all good grease the bearings and crack on to step 8 but if there's damage, rust or wear replace the bearings. While this used to mean visiting your main dealer to get replacement parts many aftermarket companies like ProX now offer full kits that have everything you need to replace.



**05** To complete this task you're going to have to knock out the bearing races from the frame with a hammer and punch and either press off the lower bearing from the steering shaft or carefully use the punch and hammer combo to tap it off. It's real easy to damage the steering stem or lower clamp by doing it this way so I always recommend using a press if you have one or if you don't take the clamp to a local motor engineer and ask them to do it for you.



**06** When it comes to fitting the new races it's possible to use the old ones as a driver – there are proper bearing drivers with different size heads available to do this job but an old race is equally adept. It's critically important that the races are fitted correctly, all the way into the frame. You'll know when they're home as the tone changes as you hit them from a dull thud to a higher pitch. It's also visually worth checking them to see that they're level.



**09** Now refit the fork legs with the bleeder screws to the front where they'll be most accessible. Tighten the bolts on the lower clamp to the specified torque – on this particular model of KTM it's 12Nm but you should always check your manual as they all differ.



**10** Now you can tighten up the large retaining nut to the specified torque. Apply Loctite to the threads of the clamping bolt before fitting it and tightening to the specified torque. You can also now tighten the upper fork clamping bolts to the – yep, you've guessed it – proper torque.



**11** Now refit the front mudguard, number plate, wheel and caliper – remembering to pump up the front brake before you go riding. Double check everything is tightened to the correct torque then go riding safe in the knowledge your steering is as sweet as the day your bike was built...





*He's fast, he's vast,  
he's also bloody last!  
The Dawg picks up the pace  
in BSEC action at Adstone*



*Tommy Crunch – loves a bit  
of sprint action he does...*

*The calm before the crash!*







# SPRINT, FATBOY, SPRINT!

**HAVING HURT HIMSELF IN PRETTY MUCH EVERY OTHER FORM OF OFF-ROAD RACING OUR LITERALLY WELL-ROUNDED DEPUTY EDITOR GOES ALL OUT TO COMPLETE THE FULL SET BY TAKING IN A RELATIVELY NEW SPORT – SPRINT ENDURO...**

Words by **Sutty** Photos by **Nuno Laranjeira**

**H**aving experienced hare and hound, timecard and extreme enduros, motocross, supercross, endurocross, trials, grasstrack, supermoto, flat track (half mile, short track and TT), enduro rallye and hill climbs I reckon that aside from desert racing and motoball – if that even counts – I've competed in just about every form of off-road sport there is. Or I had until some smartarse went and invented something new.

The smartarse I refer to is our very own freelance enduro expert Jonty Edmunds whose departure from DBR Towers some 10 years ago left a vacant position on the DBR editorial team that I was fortunate enough to fill. Since making the great escape Jonty's more or less monopolised the media side of things in the enduro world while at the same time has somehow managed to retain a real passion for the sport – a passion that leads to him inventing whole new forms of enduro, apparently.

Toying with the idea of running a special test challenge for some time, the last-minute cancelation of the Rhayader round of the BEC back in August 2009 spurred Jonty into pulling his finger out and promoting then facilitating the first ever 'enduro sprint'. This event had riders attack a special test style circuit against the clock again and again with the combined times creating an overall result. The format proved popular and the ACU-sanctioned British Sprint Enduro Championship fired into life the following year. Since then the series has continued to grow in strength and other promoters have started to run similar style events too – oh yes, sprint

enduro is alive and well.

Anyhoo, after reading about my outstanding return to racing at the Mike Brown Memorial in last month's issue Jonty invited me to come race a round of the sprint series and with the next event on the schedule being relatively local – well, only 197 miles away – how could I refuse? And besides, KTM UK were adamant that I take a limited edition Cairoli replica 350 off their hands and do some racing with it so I was set – all I had to do was load everything into the Vivaro and get to Enduroland on race day on time.

Unfortunately, timekeeping has never been one of my strengths and even though I gave it maximum effort a closure due to an accident on the M6 – which very nearly led to an accident on my own – ensured I was way behind schedule as I rolled into the venue which is slap-bang next to the oh-so picturesque village of Adstone.

Normally, if you arrive somewhere when practice – or in this case the sighting lap – is under way you know that signing on is gonna be a stressful scenario with plenty of disapproving looks, deep sighs and tutting going on as you sort out your paperwork. But not here! After receiving the warmest of welcomes the ultra-efficient signing-on squadron soon had me sorted out and on my way, then it was a case of getting kitted up (why can you only find left-hand gloves when you're in a rush?) and jumping straight on the bike for the sighting lap.

Having watched some videos from last year's event I kind of had an idea what to expect from the circuit – some man-made extreme obstacles and then mile upon mile of grassy corners, some sharp climbs and drops and a small >>



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## LAST CHANCE SALOON!

**SAMPLE SOME SPRINT ENDURO ACTION IN 2012 OR REGRET IT FOR LIFE...**

With eight rounds from 10 already in the history books there are just two more opportunities for you to sample the British Sprint Enduro Championship in 2012.

On **June 16/17** the series heads to Canada Heights in Kent for what will be an epic weekend of off-road action. The full British championship motocross course will be used along with technical trails in the surrounding woodland and a plethora of grassy loops to create a sprint enduro circuit that dreams are made of and bring this year's championship to a memorable end.

Basically everyone's eligible to enter provided they're aged 15 or older and can race on either a motocross or enduro bike in one of seven classes – Elite, Expert, Clubman, Under-23, Under-19, 125 Youth and Women's. The action kicks off at nine on both the Saturday and Sunday and you can still get an entry if you're quick – for more information visit [www.enduro-sprint.com](http://www.enduro-sprint.com) or call **07531 146617** (between seven and nine pm only).

Seriously, give it a go – you won't be disappointed!

**Alex Salvini runs out overall winner on the factory Husky**



**Lewis Belfield is a sprint series regular**



**Sutty makes light work of the logs**



wooded section. With that knowledge in mind I set off stood high on the pegs of the 350SX-F to ride my only untimed lap of the day.

A couple of tight twists led to a long sweeping right-hander before the course took a turn into the extreme section which was conveniently placed in front of the spectator area – nice! Luckily, I got through the logs, rocks, tyres and pipes pretty well – the out and out MX machine proving to be equally adept at trials type going – and headed out into field after field of intelligently routed and taped out trail. Some time later I made it back to the finish area having ridden a very sweet loop – today was going to be a good day!

Making my big day out even better was the appearance of Godfrey J who'd brought some sweet helmet cam footage of his recent trip to the Las Vegas endurocross with him. I was so engrossed in watching that I missed my allotted

slot for my first lap and had to rather hurriedly sneak out later than I was meant to. All of which meant I left the choke on and only realised at the finish when I noticed my bike was idling rather erratically – oopsie!

Fortunately it didn't affect the performance of the bike noticeably and a steady fall-free lap was almost in the bag when I fucked up the last set of tyres, got a wee bit buckwild and somehow ended up with the outside of my left boot impaled on the gear lever so my foot was stuck facing backwards – awesome! Still, aside from the few seconds lost there I was happy enough and my first lap gave me a time to chase for the rest of the day.

My second lap went a wee bit better and therefore quicker but then I crashed on laps three, four and five before bouncing back with a cracker on my sixth tour although I was starting to feel quite fatigued by this point. >>

**Jonny Walker's one of the sport's brightest talents**







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**Brad Freeman  
wins the youth  
class and finishes  
15th outright**



**A last lap crash leaves  
Sutty at the bottom of the  
Expert class but he's still  
a winner in our eyes**



While it's true that you may spend less time on the bike at a sprint rather than a regular timecard or hare and hound endure the fact that you're at maximum attack for the whole time really takes it out of you. By the time I'd finished my sixth – of seven laps – I'd already ridden at full pace for way over an hour plus done my sighting lap n'all which is way more bike time than I'd get in an average motocross event and I still had another lap to go.

For my final go my aim was to take everything I'd learnt over the day, piece it all together and put in an awesome lap that'd beat my best time which I'd set on my second tour. And it was all going to plan n'all – I nailed the extreme section like Lampkin, railed the old-school scrambles style rutty corners like, erm, Roger Harvey and had the woods dialled like Daryl Bolter. In fact, it was all going ace until I bailed like Bubba and twisted my knee like RV. Sucks.

Nuno was a few corners across snapping away like he does so instead of finishing my lap like a good boy I rode over to have a chat with him safe in the

knowledge that my failure to cross the timing beams wouldn't affect my overall ranking – of last in class – too badly. While shooting the sh\*t with my small and bearded Portuguese buddy I took the opportunity to watch the rest of the sprinters finish off their final lap and I was mega impressed with what I saw – in particular 15-year-old Brad Freeman and U19 winner Steve Holcombe plus the majority of the Elite and U23 riders who were killing it out on the course.

In the overall classification Alex Salvini took a well deserved win on the factory Husqvarna, completing his seven tours a whole minute ahead of runner-up Danny McCanney who snagged the U23 class win on his 300cc Gas Gas. Holcombe ended up 10th overall on his way to an U19 class victory while Freeman kicked butt in the 125 Youth category to finish 15th outright. Tyson Maytom Jones was first Expert in 24th and Jane Daniels won the Women's class to finish 50th overall – one spot ahead of Gethin Francombe who took the Clubman class victory by just six seconds ahead of Chris Lappin.



JACK'S PRETTY INTIMATE WITH THE GEOGRAPHY OF HOLLAND HAVING SPENT THE BEST PART OF 15 YEARS CHASING GP ACTION AROUND THE NETHERLANDS...

Words and photos by Jack Burnicle

# DUTCH DIRTBIKERS

**O**n a recent visit to the Netherlands I was amazed at how many place names on their national map sounded familiar. 'Nederland' is a country of just 16,000 square miles (the British Isles is over 88,000) yet with the exceptions of Amsterdam and Rotterdam, those towns and cities dotted around their sandy flatlands are known to me because they've all hosted Dutch motocross grands prix!

Up until the turn of the century 19 different tracks ran 125, 250 or 500 GPs and to my astonishment I find I've visited half of these venues between 1976 and 1991. Almost all were of identical character – fast, flat and sandy but cutting up rough as they weaved for the most part through tall trees, thrusting out into open land for a charge round the start and finish arena where most of the vast crowd would be packed!

There were exceptions in the south. Valkenswaard and Mill, near the Belgian border, were two tracks not enveloped in pine forests. They even boasted small hills! And the city of Heerlen, in Limburg, is even further south east, squeezed between the borders with Germany and Belgium. While the rest of Holland is built on sand, Limburg is rolling green countryside formed by fertile soil and clay deposits from the River Meuse (which also dissects Namur beneath Belgium's famous citadel).

My maiden voyage came in 1976 when I travelled with 250 GP rookie Rob Hooper, his Maico and his laconic cigar-chewing dad and mechanic Bob to the penultimate round at Lichtenvoorde on the far eastern fringes of Holland. But after enjoying father and son's hilarious late-night erection of their awning our weekend turned sour after a major practice prang bent the Maico and Hoop was unable to start. His mate Geoff Mayes (Berrill CZ) fared better. The sand-loving East Anglian (think Lyng, Chippenham and Blaxhall Pits) finished an outstanding sixth in the second moto before heading off for the final round in Sweden to celebrate his 21st birthday with sober mechanic Sam Smith! Title fighters Heikki Mikkola and Gennady Moiseev each recorded a win and a DNF that day, leaving Anatoly Ovchinnikov (KTM) to snatch the overall verdict in a tie-breaker with Harry Everts (Puch).

Two years later I was back, just outside Gerard Rond's hometown of Apeldoorn in central Holland, to see Rondo on a Yamaha thrash 125 GP championship rivals Akira Watanabe and Gaston Rahier. Watanabe featured again 12 months later at Mill in an epic contest with his Suzuki team-mate Everts who narrowly triumphed en route to his first 125cc world title.

I savoured all three Dutch GPs that year. Hakan Carlqvist (Husqvarna) had already dominated the 250cc round at Lichtenvoorde, then an absolutely crucial contest at Markelo – mid-way between Apeldoorn and the German border – virtually decided the destination of the 500cc world crown when battling Brit Graham Noyce (Honda) pulled off an incredible last-lap pass on Suzuki's Dutch title contender Gerrit Wolsink.

Markelo was a magnificent track, fiercely torpedoing its way through dense woodlands before exploding back into the start and finish area round a football pitch with a full-blooded leap over the heads of thousands of crazed fans. I'd be back for more!

Three fresh circuits greeted me in 1980. The 125s opened their campaign in the far north at Norg close to my recent destination,

Assen. Though he won overall, Harry Everts suffered a second race drubbing by Yamaha's scalding teenaged prodigy Marc Velkeneers. Second to Everts, incidentally, was Dutch sandfly Dinant Zijlstra on Jan de Groot's original Yamaha rocketship!

Valkenswaard welcomed its first 500 GP later that year when Belgian Andre Vromans (Yamaha) doubled up to defeat a stellar cast. Rond and Andre Malherbe were runners-up and Jeff Herlings' dad Peter finished eighth in race two. The 250s also tasted a new GP track. Hengelo is a city east of Markelo in central Holland, very near the German border. Cool, classy sandmeister Kees van der Ven (Maico) won both motos ahead of another sand specialist, Finn Erkki Sundstrom (Husky), with champion elect Georges Jobe (Suzuki) third.

The following year I returned to Apeldoorn, 60 miles back up the A1 from Hengelo, for an astonishing finale to the 250 GPs. Injured champion Jobe arrived 11 points clear of Neil Hudson (Yamaha) and while van der Ven took command again, Nellie nudged closer in race one but, still four points adrift, was felled in the first turn of race two. It looked all over yet Hudson powered thrillingly through the 40-strong pack, avoided a lame Jobe's desperate attempts to ride him off the track and stole sixth place and the world title by two points!

In 1983 St Anthonis, a southern track fabled for its pre-season internationals, hosted another epic grand prix decider, the 500s arriving with Carlqvist's Yamaha ahead of Malherbe's Honda. But although Andre won the last moto of the year Carla, stuck perilously in second gear, clung fiercely to fourth place and was swamped by thousands of jubilant Swedish fans who'd camped out in the grandstands beside the finishing straight!

It would be another three years before I returned to the Netherlands when Markelo welcomed back the 500 GP circus. Dave Thorpe (Honda) eventually prevailed in a massive contest with his team-mates Malherbe and Eric Geboers, Leif Persson (Yamaha) and Georges Jobe, whose Kawasaki snapped in half as he led the second moto having won the first. "That was my hardest race," confirmed Thorpe afterwards.

In 1987 I was back in the southern province of Brabant. The village of Best lies north east of Eindhoven on the main A2 to Amsterdam and it hosted the fourth round of that colossal 250 GP confrontation between Geboers and Cagiva's ex-125 world champ Pekka Vehkonen. The Flying Finn had won in Belgium and at Hawkstone Park and Geboers in Poland before these scintillating sand aces went head-to-head in Holland, Geboers pushing his dry Honda over the line to salvage second place in race one before beating off Vehkonen in race two to snatch overall honours!

The Dutch 250GP reached as far south east as Holland gets in 1989 into those unlikely green pastures of the Meuse valley at hilly Heerlen. I went in the vain hope of snapping champion elect Jean-Michel Bayle for Honda but the enigmatic Frenchman spent most of a wet weekend unhelpfully wrapped in a black binbag with a white number 111 taped on the back! He won both motos convincingly from Vehkonen (Yamaha), despite sliding through most of the second one feet pinned to the pegs with a rear tyre puncture in very un-Dutch conditions!

The 500s had kicked off their 1989 campaign further up the A2, back at Valkenswaard after a nine-year absence. >>





BIG JACK VAN VELTHOVEN RIDES THE BERM AT LICHTENVOORDE IN THE 1979 DUTCH 250 GP!



LEARNERS  
THORPE (HONDA, 1) + LEFT PERSON (YAMAHA, 10)  
LEAP BACK INTO THE ARENA AT  
MAGNIFICENT MARCELO IN 1986



was armed with his mum's Kodak Brownie camera.  
After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism.  
Now he's a commentator, painting pictures with words.  
He never did get a proper job...

**JACK BURNICLE** is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

DESCRIPTION SIGNALEMENT

Beetle	Titulaire	★	White	Femme
Occupation	GRAPHIC DESIGNER			
Place of birth	BILLINGHAM			
Date of birth	9/3/47			
Country of Residence	ENGLAND			
Height	5			

Usual signature of owner  
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New works Honda recruit and grand prix rookie Jeff Leisk was denied a double victory when he ran out of fuel, leaving shy Belgian Honda privateer Dirk Geukens to steal the honours.

They returned for another season-opener in 1990. Dave Thorpe endured a torrid afternoon of jewel-crunching agony on a factory Kawasaki which sprouted a crude petrol tank extension to fend off any threat of fuel starvation. Meanwhile, the private Johnson Kwacker of ebullient American Billy Liles, expertly tuned by Belgian wizard Johan Luytens, scorched to a convincing double ahead of Geukens and evergreen local hero van der Ven. The unlucky Leisk was concussed by a mental Jacky Martens in a massive collision that probably hastened the talented Australian's early exit from grand prix racing.

At the end of the year, as Jeff Leisk headed home for good, I was back at Valkenswaard for a mighty MX des Nations where Jeff Stanton's twilight charge rescued an American victory from the gallant Netherlands squad.

My final Dutch delight was at Mill in 1991 – 15 years after my first visit – when another Johnson Kawasaki took the honours, this time a maiden 250 GP triumph for Belgian beefcake Marnicq Bervoets.

There were, of course, a lot of Dutch GP circuits I never got the chance to see but many of those I did enjoy – among them Hengelo, Lichtenvoorde, Markelo and Mill – are still alive and kicking in national use, filled with the grand prix ghosts of great champions past...



LAST LAP OF  
EPIC 1979 DUTCH 125 GP AT  
MILL: HARRY EVERTS (SUZUKI, 15)  
BEAT ILLUSTRIOUS JAPANESE EMPEROR  
AKIRA WATANABE – JUST!



TYPICALLY AGGRESSIVE  
(GRAHAM NOYCE THRASHE)  
THROUGH THE TREES AT  
NORG IN 1982



BRAD LUCKEY'S UNITRAK  
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# SLOW BURNER!

**NO SUDDEN SENSATION LIKE MUSQUIN, ROCZEN  
OR HERLINGS, IT'S TAKEN JOEL ROELANTS 23  
YEARS TO GRAFT HIS WAY TO A GP MOTO WIN...**

Words and photos by Nuno Laranjeira

**“**I've never been scared of anything and didn't really care about what other people think – I just did my own thing. Nothing is going to hold me back – only myself – and nothing can break me mentally.”

Joel Roelants is a driven man. He has to be. The 23-year-old Floride Monster Energy Kawasaki Pro Circuit rider has always been aware of his limitations and is always working to figure out his mistakes to improve his riding technique. He's also a rarity on the GP scene as he openly admits that he's not all that attracted to the whole MX lifestyle thing and doesn't even have his own webpage.

The Belgian began to get noticed in 2005 as a privateer on a 125cc machine in the Euro series. He did enough that year to pick up a ride on a KTM with Jacky Martens and rewarded his new boss with third place in the UEM 125cc championship and the FIM junior 125cc world championship title.

After some notable wildcard appearances in the GPs in '06 and '07, Roelants signed with Kees van der Ven's KTM Champ team for his first full season in the world MX2 championship where he finished in a promising 13th position before improving to seventh the following year. The 2010 season saw Roelants move up to fifth in the rankings but in 2011, his second year with the JM Nestaan KTM team, his progression came to an abrupt halt and

he slipped back to 10th.

So after four years in the MX2 class with KTM and seemingly going nowhere, Joel saw some green light at the end of the tunnel and made the jump to a factory Kawasaki deal for what will be his final season racing 250Fs before he ages out.

And so far the switch seems to be paying off. Since returning to work with former KTM Champ team staff like Harry Nolte and Kees van der Ven he's podiumed at the first two GPs and taken his maiden GP moto win in Bulgaria. And even with a double no-score in Italy after a big crash in the opening moto he's holding down fourth in the standings just one place behind team-mate Tommy Searle.

**DBR:** When you first arrived on the GP scene many people saw you as a young Joel Smets with your huge determination to win...

**JR:** "I'm still the same person but I'm thinking way different. Before I was over-motivated and I was training too hard – I wasn't getting anywhere because I was putting so much pressure on myself. Now I just do my winter work, I do exactly what I need and don't overdo it. I just work together with the team and don't put any pressure at all on myself anymore. This year I've just been enjoying riding so much and I'm having fun again..."

>>







*After cutting his teeth with  
KTM a switch to Kawasaki  
is paying dividends for  
Joel Roelants*





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**DBR:** How did you react after seeing Musquin, then Roczen and now Herlings enjoying such supremacy?

**JR:** "The thing is that I can't really look at those guys and compare myself because I know that they've been racing since they were five years old. I've been racing since I was 10 and I didn't ride much until then. So these guys are good already really young – they started five years before me so maybe that makes a difference. Not everyone has the same amount of talent so I just do what I can do and try to do it the best way possible. On the other hand, I think that if they can be fast I can also be fast! I always believe in myself even though I know that it's difficult to get that kind of speed..."

**DBR:** In the past you've done pre-season training in Australia and the USA but in the run-up to this season you were in Portugal...

**JR:** "With Kees having a house in Portugal it was easier from the start. It would be possible to go to the US and ride there – quite possibly with the Pro Circuit team – but I think that with the jetlag and all it was preferable to opt for the hard and bumpy tracks in Portugal instead of the flat ones in America. The tracks over there are all prepped and have nice jumps while in Portugal they're

just left alone with all the bumps and stuff which in a way is good because it is more like the reality of the world championship."

**DBR:** Has that helped you improve on things like jumping and scrubbing?

**JR:** "I think that I already improved on the jumps – I think I'm keeping the same speed as the other guys. I was jumping too high and too slow on hardpack and also the cornering – I had to improve on almost everything and I've been working it out bit by bit and now I feel that I'm getting much better. You know, I already had some podiums on the hardpack a few years ago but results have always been up and down. I need to have something to rely on and always be in the top seven or top five so I hope I can finally do that this year."

**DBR:** On one hand you're a regular in the Dutch championship riding against Herlings and on the other you have Searle as a team-mate so you can always measure your level against the two main title contenders...

**JR:** "Me and Tommy help each other really well during practice. When you have to ride alone or with slower guys it's not that easy to find out what you're doing wrong. Last year Herlings was

on average more than a minute faster than me so that says something. To go out there and battle with him is not easy. My problem before was that I wanted to take too big steps and that's why I put so much pressure on myself. I'm now taking it step-by-step and thinking that if I can get it down to 50 seconds then I must be doing a good job. I always have in the back of my mind that if they can do it, I can also do it! It might just take a little longer to catch them but eventually I hope to get there..."

**DBR:** How good did it feel to win that race in Bulgaria?

**JR:** "This was the best feeling I ever had in a GP – the last few hundred metres I was just crying inside my helmet because of all the struggle I had in the past years and especially last year. I was so happy to go over the line!"

**DBR:** You were battling with Musquin in 2006 and got the better of him to win the junior world crown. Do you ever wonder why your careers have taken such different routes since?

**JR:** "I can't really see it that way. Winning the world junior title in 2006 was more a situation of me not performing bad that weekend on a sand track [Vantaa in Finland] and him not >>>



**SHAUN'S GOING  
ARE YOU?**







© Sarah Gutierrez

## FRIENDS AND FOES?

### JOEL ON TEAM-MATE TOMMY...

**DBR:** How is Tommy Searle as a team-mate? You two seem to get along really well...

**JR:** "[As Searle enters the room] He's just a dickhead [laughs]! No, he's been really nice so far – like I said, we try to help out each other and it has been working well so far..."

**DBR:** You're both in your final year in MX2 and both pushing for the title – surely that creates tension?

**JR:** "I've never been in a title chase before nor have I been regularly in the top five so the situation of title contender doesn't apply to me. I can't be a title contender from one day to the other. Searle and Herlings are going for it but if I work well and find myself up there with two or three races to go then we can say maybe – but we're still very far from that. That is also the biggest difference with the old 'me' – before I was thinking about results and now I'm thinking about my riding and what I have to do and all the rest comes by itself. Even talking with you now I find funny because some years ago I would be thinking about what I would say to you and nowadays I don't feel any pressure."

**DBR:** Is Tommy the number one on the team?

**JR:** "For sure, Tommy is the number one to go for the title but the team is supporting us with the same conditions. They're not holding me back or giving him any advantage although he has to go for the title and I just have to ride my bike and see what happens. If I can help him in the last race or the race before in any way I will do it but that's the same in every team."

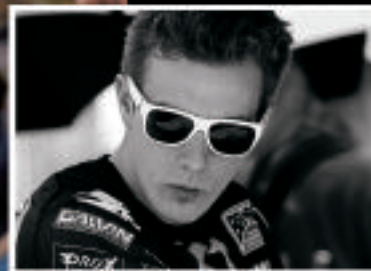
★★★★★



Joel gets on well with team-mate Tommy



Joel's forged a reputation as a hard-grafter in a sport that demands dedication



being that good at the time. The thing is that Musquin made such a big progression and that was not possible for me at that time. Maybe now it is him who's struggling while I'm progressing, although really slowly."

**DBR:** I know that you all train very hard but do you think that a bike can make champions?

**JR:** "No, I think that a bike can make you lose a championship, not win it! I think that Musquin was winning GPs and was leading when he got to KTM so KTM only made him a little bit faster. Same with Roczen – he was really fast on the Suzuki before getting the KTM ride. If you're a good rider it doesn't really matter which bike you have as long as it isn't a piece of sh\*t."

**DBR:** Over the last few years the bike you were riding was never a full-factory bike – were you in stand-by mode to get into the factory team?

**JR:** "I don't really want to talk too much about the KTM factory topic because they made a lot of promises to me and it never really worked out so that chapter is over for me, I just feel really happy with Kawasaki right now."

**DBR:** How come Van Horebeek got the KTM deal last year if you've been consistently better than him since 2009?

**JR:** "Maybe they saw more progression in him? He already had the talent and the technique while I had to find it somewhere but I was making good results just because I fought for those results. Hey, I'm fine with Jeremy – I'm happy for him to be on the factory team! I had to leave KTM because, in truth, they were only holding me back – they didn't want to give

me the good ride so I just have to respect their decision and I actually feel so good with my new team now."

**DBR:** While at the JM team you went through difficult times with sickness, injuries and also an average bike. Can you sum up your experience with Jacky Martens?

**JR:** "When I had a good bike, even not being the best one, I could be close to top 10 or top five but last year my bike was not worth top 20. I had to take a lot of risks and still not be able to get there because the difference was way too big – that's why I had to step away from it."

"I try to only remember the good stuff because if I focus too much on the bad stuff I can only get angry. Jacky helped me a lot in the beginning and he made me a better rider but then there was a time when that stopped and we were having short-term goals and people didn't really listen to me – that part I would like to forget. I would like to remember that they helped me and that they really wanted good things for me. We had a lot of fun so it was really nice to be on the team."

**DBR:** How did Jacky react to your contract with Kawasaki – did you part company on good terms?

**JR:** "I just want to thank him really because I had another year on the contract with the team. Last year it didn't work out like in the years before and there was some tension going on and as we didn't want to start fighting we got together, sat around a table and talked like grown-up people. If I would have stayed we would both be frustrated, so..."

>>



# ONEAL


PROTECTING GENERATIONS  
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A full-page photograph of motocross rider Davi Millsaps. He is wearing a vibrant, multi-colored O'Neal motocross jersey with large, stylized 'ONEAL' graphics in green, yellow, and red. He is also wearing matching O'Neal pants and gloves. He is leaning against a wooden structure, possibly a gate or fence, with his right arm extended. The background is dark and out of focus.

## Davi Millsaps 2nd Overall AMA/FIM SUPERCROSS WORLD CHAMPIONSHIP

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**DBR:** You were planning on moving up to the MX1 class last year. What made you change your mind?

**JR:** "I never wanted to change to the MX1 class [laughs]! Some media wrote that maybe because the team couldn't get me a good 250 that I would do better on a 450 but I never wanted to change! If I could I would still ride MX2 next year..."

**DBR:** So how did the Kawasaki deal come about then?

**JR:** "The year before I was already in contact with them but it didn't work out because they couldn't find the money and other stuff to get me a ride. This year they still needed a rider with Max [Anstie] going to another team so they really pushed a lot to get me."

**DBR:** Do you have your dream bike now?

**JR:** "I've always been a Kawasaki fan but for me I think that a dream bike is just a bike you feel good on and the rest you'll have to do yourself. You can have 20 people behind you but when you're on the startgate it's you who has to twist the throttle – but you can't do it without them because the bike has to be good. I think that the bike is really awesome and that we're getting very close to having the best bike. I think that it's very impressive that these people could build such a good bike in just three or four years. I just love working with them and the bike is so good – it is exactly the same as the American one, only the fuel is different."

**DBR:** What was that with Max Anstie in Bulgaria? Do you guys have any 'history'?

**JR:** "No. I just think that I pass him really cleanly and then he came into my side after the finishline..."

**DBR:** I saw you kicking him...

**JR:** "No, I didn't kick him! I was riding towards him and then my leg came out because it touched the front wheel..."

**DBR:** Okay, no problem...

**JR:** [Laughs] Nobody believes me! We had a pretty rough race but if after it we can have a handshake then it's good, it was fun."

**DBR:** Was your father a motocross rider?

**JR:** "He was but on an amateur level and he started very late also. That's also why I think that it took me a little longer because we had to find out ourselves how everything works. We made a lot of mistakes together. Sometimes he wasn't even helping me although he tried – he just didn't really know how everything works. My father taught me what it takes to be a good rider or a champion and never spoiled me or made me a pussy – he always tried to make me be harder and that's where he succeeded. I think that we had to come a long way to get where we are now – with other people sometimes it is easier in that sense because of some past experience."

**DBR:** Talk about your fans – they seem to be everywhere...

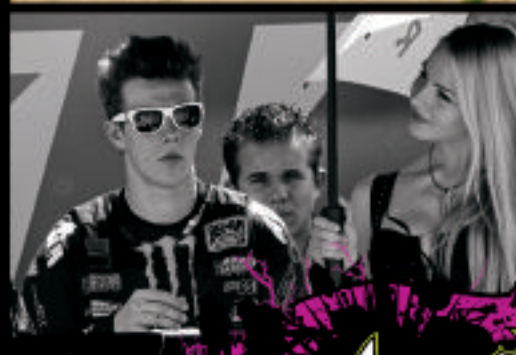
**JR:** "There's a small thing on Facebook. I think that they appreciate that I always do my best and never give up or the fact that I'm not big-headed just because I got to this point in my career. I think that I'm still the same person as I was before and that's important for the fans. It's great the fact that they support me but if they weren't there it would have to be okay also. I always say 'hi' to them and we meet sometimes but on special occasions like when I got the Dutch title they had a party and I showed up there."

**DBR:** Thanks for your time – it was great talking with you. It's now a 43-minute recording...

**JR:** "So I still have two minutes left of the 45 we agreed [laughs]! I just really want to thank the team for helping me out and also my parents, my girlfriend, everybody. Just to let them all know that I appreciate very much all their help."



*This is Joel's last season in MX2 before he ages out*



*Reelant*



*Getting on the gas in Valkenswaard*





*Almost a holeshot for the rejuvenated Project Shed 3...*

*Greenie's trick pipe brings the YZ465 motor back to life!*





# PIPING HOT!

**WITH THE NEW PIPE BOLTED INTO PLACE, PS3 – AND ROB – CAN START TO RELIVE THEIR FORMER GLORIES...**

Words by **Rob Bayman** Photos by **Andrew Walch**

**L**ast month I declared neither myself nor PS3 in suitable shape to race but nevertheless still went ahead and raced. My results were far from what we had hoped and knew we had work to do – or at least our pipe expert Greenie did.

Well this month we raced again – this time the re-scheduled Condoover meeting hosted by the Cumbria Twinshock Club – and what a brilliant event it was. Maico Phil and the Cheshire gang were all racing, even my brother came and, even more excitingly, we were able to debut the new pipe on PS3 which was the final major piece of our jigsaw. Now it will be adjustment and bling improvements before we can declare the project complete.

The history of the expansion chamber has been well documented over the last 50 years, its origin credited to the dynamic skills of East German engineer Walter Kaaden who harnessed the previously unfound power in a two-stroke for his race-prepared MZ. I can imagine your crunched up faces churning over the idea of racing an MZ but that is where it all began.

Suzuki were the first big manufacturer to grab hold of the concept of using sound pressure to return unburnt fuel back into the cylinder to be compressed before being ignited just a few degrees before the point of top dead centre. But until Kaaden's eureka moment the inefficient function of the two-stroke engine meant its full potential was never harnessed.

I first learnt of the effects of an expansion chamber when I was racing PS3 – aka Das Pig – in 1983 from a mechanical engineer, the late Alan Dawson. Dawson's knowledge was outstanding and I owe a lot to him as his free-flowing information stimulated my mind and became the catalyst that ignited my own curiosity of the science in a two-stroke.

Until then I was just another rider looking after his own bike. Dawson educated me on the principles of a two-stroke pipe in their simplest form, about using inherent pressures and dynamics of the explosion. The result of an explosion triggered by the spark creates an expanding pressure which contained within the combustion

chamber has just two options – to blow the cylinderhead into pieces or the desired option of forcing the piston downwards as the flames spread and eventually extinguish.

The compressed and energy-laden burnt gasses continually look to escape from the combustion chamber, eventually finding their escape route the moment the piston slips low enough to expose the top of the exhaust port. The pressurised gasses naturally blast down the pipe at supersonic speeds as this is their only option and while the first section of the pipe at the same diameter as the exhaust port acts as a stable passage, upon reaching the point where the pipe expands the pressure can finally spread itself and fill a greater space. The expansion chamber – get it?

Another feature of the flaring cone is that the pressure creates a vacuum behind itself which scavenges or sucks a fresh charge into the cylinder but the fresh charge has no barrier to prevent it exiting into the header pipe as both inlet and exhaust ports are open. At the moment when the gases and sonic boom hit the point where the expansion chamber reduces, the sonic boom or pulse bounces back as a new wave in the opposite direction.

This returning sound wave will then force most of the unburnt fuel mixture – sucked by the inherent vacuum into the exhaust pipe – back into the cylinder during the duration of the exhaust port being open. The returned fuel is then used on the next compression cycle and that process repeated every cycle of the engine. At 5,000rpm all that happens more than 83 times every second which is why the duration of the exhaust port being open is critical. More than creating power, it is the efficiency that has increased by using the previously wasted power.

The distance of the sonic pulse's return trip to create pressure and return that unburnt fuel back into the cylinder is where the tuning bit comes in. The size of the expansion chamber affects the punch of power while the cone diameter and length are used as part of the equation to determine the duration of power.

With this in mind it becomes clear why leaking joints, dents and dings in the front pipe affect the motor's

performance – leaks allow sound pressure to escape, dings send the sonic pulse back at the wrong time. The second section where the pipe flares is equally critical. Usually a long and progressive flare results in broader power duration and a long centre parallel section will increase power in the lower rev ranges.

It sounds simple enough but too big a diameter in the wrong place will prevent power developing, insufficient diameter will strangle the produced power.

It is expected for a 125 pipe to be shorter as the powerband is narrower and the power features in the high rpm so naturally the 465 pipe is considerably longer with torque more evident in the lower rpm. It's pretty technical stuff which few truly understand and incorporating all the governing factors into a pipe is not for the technically inept – even our expert Greenie agrees that every pipe he's made has had an element of trial and error.

I almost forgot the results of our work of art. Last month I claimed PS3 didn't have the arm-wrenching thrust I remembered, well, the missing horses are back – and they got even stronger. A little preliminary dialling-in of the jetting and three spark plugs later we were running. The sound is different to before, a deeper note that suggests we're a tad rich in the mid but at my friend's practice track on Saturday afternoon PS3 was considered close enough to race.

All that kicking as we went through plugs meant we eventually snapped the aluminium KTM kickstart like a carrot. If anyone has one they can donate it will be a great help. Fortunately, Experience Off-Road loaned me the kickstart off their YZ250F which was good enough.

Practice was a bit scary – all that power could have put me on my back at any point it chose – but it felt so good to wind the throttle and just go. Opting for the same technique as the last meeting on the start – half chat in third gear until the gate moved and then drop the clutch and hit the throttle stop – I gated ahead of the pack for the first 30 feet and if it were not for me going a bit off-line into the slop and rolling off the throttle I would have nailed that elusive holeshot!



Eli Tomac takes the win in the Lites West class in Vegas while his GEICO Honda team-mate Justin Barcia does the business in the Lites East







# SIN-SATIONAL!

**THE RACING'S UNFORGETTABLE AT THE SEASON FINALE IN LAS VEGAS – AKA SIN CITY – ALTHOUGH THE AFTER-SHOW PARTYING MEANS A LOT OF PEOPLE STRUGGLE TO REMEMBER WHAT WENT DOWN...**

If race reports around the moto-media universe seem vague, blame it on Las Vegas. Sin City doesn't have a closing time. Drink all day, all night, then all day again – if your liver can handle it, you can do it.

Immediately after the Las Vegas supercross finale, people hit the Monster Energy party at the Aria Hotel where there was an open bar and Nelly showed up for a special concert. Apparently, he's a rapper. Or, if he wasn't, he sure did rap a lot for a guy who isn't a rapper. Whatever, by the next morning recalling the specifics of the previous night's racing was understandably difficult.

But if you want to know then here you go...

The race format for Vegas is different than any other race. Instead of two Lites heat races, an LCQ and a Main Event the two heats are replaced by two Lites Main Events – 15 laps for the West and for the East – with the top nine in each going on to

the East/West Shootout which is 10 laps long and happens just before the 450cc Main Event. Racers who don't make the Shootout from their Main Events line up for a traditional LCQ where the top two go to the Shootout.

Both of the Main Events serve as the season finales for each respective series and pay points just like normal. And, starting with the Lites East, both Main Events are runaways with each series' champ – both from the GEICO Honda team – going out and dominating all 15 laps. The Lites East race falls to Justin Barcia while the Lites West falls to Eli Tomac.

The GEICO Honda team do what most thought impossible, sweeping the championships on both coasts by defeating the juggernaut Monster Energy/Pro Circuit Kawasaki team, then follow that up with dominant performances in both Main Events at the finale.

Cycle News he's struck out on his own to do the freelance thing. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

Steve Cox is a Glock-packin', raccoon-shootin', gung-ho American MX journo – think Hunter S. Thompson with a moto-habit – who follows the entire AMA SX/MX tour. Since moving on from defunct US weekly

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## LAROCO'S LEAP! TAKING GEICO TO THE TOP

We catch up with GEICO Honda Team Manager Mike LaRocco to find out what it takes to go head-to-head with Pro Circuit...

**DBR:** You guys have knocked on the door over the years and then finally take both titles in one year. Can you talk about the process that lead to that and how big of a step that is for the team?

**ML:** "It's definitely a big morale boost. Everybody put in a lot of work and a lot of time and to have it pay off it kind of just makes it all worthwhile. So it's a good thing for the team. We were close last year and to get it done is a good feeling."

**DBR:** And to get it done early, too, on both coasts...

**ML:** "That certainly takes the stress away. Everybody put in the work. We have good guys and all the guys have showed speed in the past and they put in the work. The team put in the work. It was a good pair."

**DBR:** How much do you play a part in helping keep the riders' heads straight during championships having been there yourself?

**ML:** "It's surprising how much easier it is to see from outside looking in. But I do what I can. I can tell when some guys are stressed and what needs to bother them and what doesn't need to and try to sort it out for them. Eli's case was probably tougher because everything was going his way and then he had the get-off [in San Diego, dislocating his elbow]. But his speed was there and he was a little bit shaky at Seattle. He was getting kind of frustrated but when it came down to it he just did what he had to do and everything started falling his way. I really don't know how big of a part it is but it is easy to see and I do what I can."

**DBR:** One thing about Seattle specifically, it seems like back in the day when you were racing, running into people wasn't that big of a deal. It seems like fans almost don't understand the roots of the sport in some cases. There is a lot of controversy here and there about Seattle with Eli and Dean Wilson's get-together there. How did you see it? What did you tell Eli after it was over?

**ML:** "Obviously, I was pumped to be on Eli's side. But in the first part of the race Wilson was kind of taking it. I kind of thought he wanted it more. And then to finally see Eli still going for it... And what happened I don't think was completely intentional. I think it was a racing thing. He got the good side of it and it was just kind of one of those things. Things went his way. I like close racing like that."

**DBR:** People seem to expect racers to be more polite nowadays for whatever reason...

**ML:** "Well, the tough thing is the speeds are higher. I feel like danger is higher. Back in the day the tracks weren't as flowing and the speeds weren't as high so it was more common. I still think, apart from the intentional take-outs, I like guys that are willing to hang it out."

**DBR:** Last year your team nearly got both titles but then you went outdoors and Pro Circuit waxed everybody all year long. I know that probably hurt as a team to let that happen when you've got talent on your team like you do. What have you guys done to prepare yourselves to not let that happen this year?

**ML:** "Just trying to make more rider-friendly bikes, I think. I'm trying to get the guys to understand that it's 35 minutes and looking great for 20 is just not cutting it and it hasn't for the last couple years. I'm just trying to get them to understand that I'd rather see them be there at the finish and know they had more than to give it everything and then chase their tail the rest of the year. I just want them to get through these first couple races and find out how to pace themselves and then go from there."

GEICO Honda Team Manager  
Mike LaRocco



Victory in Vegas earns  
Ryan Dungey third in the final  
standings after an injury-hit  
indoor season



Mike Alessi ends the season  
with a top six position in the  
450 standings



Jake Weimer runs as high as  
second in Vegas before fading  
back to fourth



When the Shootout hits the track the Barcia/Tomac show picks it up a notch as the two of them start near the front, battle back and forth a bit with Rockstar Energy Suzuki's Martin Davalos, then take off to sweep the top two spots in the Shootout with Barcia taking the win in his final supercross Lites event. He will be joining the factory Honda 450cc racing team in 2013 but Tomac has at least one more year in the Lites class.

Red Bull KTM's Ryan Dungey has always ridden great in Las Vegas and after winning the previous week in Salt Lake City he seems poised to add another win to his total in Vegas.

Suzuki-mounted Mike Alessi grabs the holeshot but Dungey doesn't waste much time, going by on lap two for the lead and then flat-out checking out while Monster Energy Kawasaki's Jake Weimer – also historically strong in Vegas – dukes it out with Alessi, Brett Metcalfe, Davi Millsaps and Justin Brayton. Weimer catches up to

second at one point but even then he's so far behind Dungey that there's very little hope of him catching the KTM racer.

However, Millsaps eventually catches Weimer for second and although Weimer puts up a fight he gets pushed back to third at about the halfway point, then Brayton knocks him back to fourth with about five laps to go in the 20-lap Main Event.

In the points standings Ryan Villopoto is still the champ as he clinched the title four rounds early but with his runner-up finish Millsaps grabs second in the points which is the best the JGR/Toyota Yamaha team has ever done in a championship. A lot of people figured the JGR team would have their best result of the season in 2012 and the JGR team have done just that – perhaps just not how people figured they would.

Dungey and Brayton end the season tied for third in the points standings but Dungey gets the tiebreaker by virtue of having more race wins as Brayton has yet to win his first race.





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Davi Millsaps leads out of the full-bore first turn at Vegas



Blake Baggett ends the Lites East season just off the podium in a disappointing fourth



Former world MX2 champ Marvin Musquin grabs bronze on the West Coast



Ryan Villopoto sewed up the SX title before crashing out



## OUT BUT NOT DOWN! WHY RV'S NOT TOTALLY BUMMED...

Championship defences are said to be harder than winning them the first time and, depending on your perspective, that was true for Monster Energy Kawasaki's Ryan Villopoto. On one hand he did get the title wrapped up four rounds early which is a record. On the other, though, he dropped out of the championship because of an injury in Seattle with two rounds still to run, causing him to miss most – if not all – of the 2012 outdoor season...

**DBR:** Give me a synopsis from your point of view of the SX title chase and the highs and lows of it.

**RV:** "There weren't really a whole lot of lows this year other than Seattle but by then it was wrapped up already. It started off really good and then just had a few mediocre races. And then I had some really good races and was able just to stay consistent through the whole year and wrap it up early, luckily."

**DBR:** You're obviously no slouch in supercross but you are a really good outdoor rider and historically you've been a little bit better outdoors. To hurt yourself and then not be able to defend your outdoor title, how big a bummer is that for you to have to deal with?

**RV:** "For sure it's a bummer. The bummer was obviously for my team and for myself not racing. I had been gone for a year and then two years out of outdoors before and then came back and really struggled, got it together and ended up winning. I built a good base and got back into it. I was expecting this year to be easier on the side of I know where everything's at, everything was going to be a little bit easier. Not the racing but just getting the bike set up. We had a year to test, a year to ride... Everything was going to be a little bit easier, other than racing. It's a bummer for sure. All we can do now obviously is wait it out and then come back next year."

**DBR:** You sound bummed out...

**RV:** "No, for sure it's a bummer for myself and for my team but think about it – if we were three races in and we had won two of the three races then we would have been really pissed and really bummed out. It's better to do it before the season even started because maybe we wouldn't have won. I don't know. Maybe we would have. You don't know."

**DBR:** Frequently it seems like in this sport the only time off you actually get is when you're hurt. So in some ways do you look at it like a vacation?

**RV:** "I've already started riding my road bike and things like that so no."

Justin Brayton (#10) ties with Dungey on points but misses out on a top three finish



## FINAL STANDINGS

### SUPERCROSS

1	Ryan Villopoto	323
2	Davi Millsaps	266
3	Ryan Dungey	257
4	Justin Brayton	257
5	Jake Weimer	229
6	Mike Alessi	206
7	James Stewart	178
8	Brett Metcalfe	177
9	Broc Tickle	171
10	Kevin Windham	166

### LITES EAST

1	Justin Barcia	210
2	Ken Roczen	165
3	Blake Wharton	158
4	Blake Baggett	148
5	Darryn Durham	143
6	Jake Canada	131
7	Justin Bogle	117
8	Kyle Cunningham	85
9	Matt Lemoine	78
10	Malcolm Stewart	77

### LITES WEST

1	Eli Tomac	184
2	Dean Wilson	154
3	Marvin Musquin	142
4	Cole Seely	119
5	Jason Anderson	111
6	Matt Moss	106
7	Ryan Sipes	96
8	Martin Davalos	89
9	Billy Laninovich	85
10	Nico Izzi	78



# RETURN OF THE KING!

THE LAST TIME JAMES STEWART RACED THE OUTDOOR NATIONALS HE WENT 24-0...

**T**he last time Officer James Stewart raced the AMA nationals was in 2008 and he didn't lose a moto. This year, after three years away, he rocked up at the opening round at Hangtown on a new machine – a factory Yoshimura Suzuki – after his SX season ended prematurely with the Joe Gibbs Racing Yamaha team.

Worryingly for his opposition – already greatly reduced with the absence of injured defending champ Ryan Villopoto and injured former champ Chad Reed – he was looking right at home on his new mount. But surely history can't repeat itself? Hmm, we'll see about that....

## 450

James Stewart has never really gotten along that well with the Hangtown track. He has won there quite a few times in the past but some of his closest wins have come at the facility such as in 2004 when Stephane Roncada gave him fits for an entire moto.

That said he comes out swinging in Sacramento, setting the fastest lap time in qualifying and then starting second behind Chaparral Honda's Andrew Short in the first moto. He passes Short right away, then seems to sort of ride around the track out front. He never pulls that far away from the battle for second but he genuinely looks like he's on cruise control in the lead.

Behind him Short tries to hold off Stewart's old JGR team-mate Davi Millsaps, Mike Alessi, Stewart's new team-mate Brett Metcalfe and more, while Red Bull KTM's Ryan Dungey – who most figure will be Stewart's chief competitor outdoors with Ryan Villopoto, Chad Reed and Trey Canard out for the season – trails the lead group at the back end of the top 10. Even worse, Monster Energy Kawasaki's Jake Weimer goes down on the first lap and rounds the lap dead last.

In a fill-in 450cc ride on Ryan Villopoto's vacated KX450F, Tyla Rattray starts out just behind Dungey but goes down a few laps into the race and breaks his hand. He'll be out indefinitely.

Over the ensuing laps Dungey works his way forward until he lands himself in third late in the race. While he gains on Millsaps he can't do anything with the Yamaha racer and ends up third

behind winner Stewart and Millsaps. Weimer wins the 'RC Hard Charger Award' with his amazing 10th place finish after passing 30 racers on his way forward.

Mike Alessi grabs the holeshot second time out while Dungey sits about fourth and Stewart about fifth. Stewart goes by Dungey and makes quicker work of the guys out front until he leads the race a few laps in. Dungey follows him into second as quickly as possible, then sets out to eat as much of Stewart's roost as possible for most of the next 30 minutes.

Throughout the race Dungey closes in on Stewart, then loses ground as if the two are attached by bungee cords. But Dungey can never quite get around Stewart, then gets balked by lappers with a couple of laps to go and loses touch with the race leader. Stewart takes the moto win again followed by Dungey, Alessi, Short and Metcalfe. That's also how they finish up overall. Weimer comes through the pack for sixth in moto two.

Ryan Dungey has been plainly dominant in Texas the last couple of years and the Lone Star State is a great opportunity for him to halt Stewart before the train becomes unstoppable.

JGR's replacement racer for Stewart, Kyle Regal grabs the holeshot in the first 450 moto but quickly gives way to Stewart, Nico Izz, Dungey, Josh Grant and Weimer. Dungey gets by Izz quickly and sets out after Stewart while Weimer works his way past Grant early on then slowly and methodically chases Izz down, making the pass for third with a few laps remaining.

Dungey sticks right to Stewart for the entire moto but once again can't make a pass stick and Stewart takes another win with Dungey right on his tail. A few seconds behind, Weimer snags his first ever podium moto finish outdoors on a 450 then comes Izz, Mike Alessi, Grant and Broc Tickle. ♦







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World MX2 champ Ken Roczen holds second with two rounds down



A double win in Texas moves Eli Tomac into contention



Ivan Tedesco has dropped down to the 250cc class to race for Pro Circuit



Former champ Ryan Dungey's spent much of the first two rounds eating roost from his old bike



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In moto two Dungey snags the holeshot for the first time outdoors this year but Stewart is second out of turn one and quickly takes the lead. Again, Dungey sticks to Stewart's rear wheel for the entirety of the 30-minute plus two lap moto and again Dungey can do nothing with Stewart. Stewart takes the win with Dungey second – Dungey has now spent more than 90 consecutive racing minutes eating roost off the bike he raced in 2010 and 2011.

Alessi hangs on for third over Grant and Short while Weimer goes down in the first turn in the moto and rounds the first lap 28th but catches all the way up to sixth by moto's end, landing him his second consecutive 'RC Hard Charger Award'.

After four motos Stewart is still perfect and Dungey is doing everything he can to not let it stay that way – so far to no avail.

## 250

The Monster Energy/Pro Circuit Kawasaki squad nearly lost both Lites SX titles in 2011 to the GEICO Honda squad – the team responded by going 23-1 in the 24 outdoor motos last year, losing only once to Yamaha's Gareth Swanepoel at Southwick.

In 2012 the PC squad did lose both titles to GEICO Honda and the response at Hangtown is expected to be more of the same. In the first moto, though, things don't look too great for PC as GEICO Honda's Justin Barcia grabs the holeshot over

reigning MX2 world champ Ken Roczen, Kyle Summers, Pro Circuit's newest (old) recruit Ivan Tedesco, his team-mate and 2011 Hangtown winner Blake Baggett, GEICO Honda's Eli Tomac, Jason Anderson, defending outdoor champ Dean Wilson and the rest of the field.

Wilson drops out of the race at about halfway because of the shoulder injury he suffered in his crash in Seattle and will be out for the rest of the season. This leaves just Baggett and Tedesco racing for PC as team racers Darryn Durham (shoulder) and Tyla Ratray are unavailable.

Baggett goes backwards at first while Roczen and Barcia mix it up in the front of the field. Eventually, Baggett gets his sh\*t together and starts moving forward until he finds himself in third place with five laps to go, relegating Tomac to fourth. He slowly reels in the lead duo at this point with Roczen out front and Barcia hot on his heels until, as the three racers take the white flag, Baggett is all over them.

He passes Barcia a couple of turns into the final lap, then goes to work on Roczen. With only six turns left in the race Roczen sees Baggett on his right over a jump that leads into a right-hand turn and he goes to the inside to protect his line. "I knew the outside line was faster there and I knew Roczen was going to come to the inside to block me so I committed to the outside..." Baggett says later.

Baggett goes around the outside of Roczen in the sweeping right-hander, then has the inside into the following left-hander. He out-brakes Roczen and takes the lead, holding it for the next four turns to take the win over Roczen, Barcia, Tomac, Marvin Musquin, Tedesco, Wil Hahn, Anderson, Kyle Cunningham and Jake Canada.

Barcia takes the lead again early in moto two but this time Baggett starts second and he doesn't want to wait until the last second, going by Barcia after five laps and then taking off. He dominates moto two while Barcia holds off Roczen at the finish. Then comes Martin Davalos, Tedesco, Blake Wharton, Justin Bogle, Cunningham, Anderson and Tomac who fell in the first turn.

"We weren't sure if Blake came into supercross as prepared as we figured he needed to be but he has a lot of confidence about outdoor racing," says Pro Circuit's Mitch Payton after Baggett's 1-1 performance, matching his performance from Hangtown 2011.

Baggett's season sort of came unhinged in Texas in 2011 when he went down hard and he doesn't want a repeat this year.

Phil Nicoletti grabs the holeshot in moto one over Jesse Nelson, Roczen, Musquin, Tomac, Alex Martin, Malcolm Stewart and Wharton as Baggett rounds the first lap well outside the top 10. Tomac quickly moves up to grab the lead on lap three





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## STANDINGS

### 450cc

1	James Stewart	100
2	Ryan Dungey	86
3	Mike Alessi	70
4	Jake Weimer	61
5	Andrew Short	61
6	Josh Grant	58
7	Brett Metcalfe	53
8	Broc Tickle	43
9	Nico Izzi	39
10	Tommy Hahn	39

### 250cc

1	Blake Baggett	94
2	Ken Roczen	80
3	Eli Tomac	79
4	Justin Barcia	76
5	Blake Wharton	55
6	Marvin Musquin	52
7	Will Hahn	46
8	Kyle Cunningham	42
9	Ivan Tedesco	41
10	Jake Canada	41

Bubba's lil' brother Malcolm is finding the going tough in the 250cc class



Mike Alessi holds third in the 450cc class standings



Andrew Short starts the outdoor season with the Hangtown holeshot

then checks out while Roczen works his way forward and into second.

On lap six Baggett is already fourth behind former world champ Musquin and Roczen and goes by the Frenchman a lap later, then does likewise to Roczen two laps after that. From here, though, there is no catching Tomac out front so Tomac takes his first moto win since his first ever national at Hangtown in 2010 to end Pro Circuit's outdoor dominance. Then comes Baggett, Roczen, Barcia, Musquin, Wharton, Nelson and the rest.

Wharton grabs the holeshot in moto two over Nelson, Hahn, Canada, Anderson, Tomac, Travis Baker, Roczen, Stewart, Musquin, Martin, Shane Sewell and Baggett. Again, Tomac is quickly on the move, pulling into second place on lap four then passing Wharton – after much effort – three laps later. From there Tomac takes off...

Behind him Baggett sits fifth on lap five, then has

to work his way by Roczen which takes a while. But once he gets Roczen he quickly gets by Anderson as well to sit third. He then chases down Wharton in second but Wharton is game and doesn't give in easily. On the last lap, though, Wharton gets cross-rutted on a small double and is forced to single through it and Baggett sneaks by with only a couple of turns to go. Tomac takes the win again over Baggett and Wharton. Roczen finishes fourth for third overall.

"This is the hottest I've ever been at a motocross race," Roczen says of the frankly mild – compared to years past – conditions in Texas. "I was just trying to survive and pace myself so I wouldn't burn out in the heat and I think it worked out pretty well."

With the two-moto sweep Tomac guarantees that Pro Circuit can't repeat their 2011 performance although Baggett still carries the points lead as the series heads to Colorado.



Blake Baggett bangs out a double win at Hangtown





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How many fans did Chris Bloese make at Hangtown by failing to qualify?



# ROSE-TINTED GOGGLES!

**WE ALL LOVE TWO-STROKES BUT THERE'S A REASON WHY THEY'RE NO LONGER RACED IN TOP-FLIGHT MOTOCROSS...**

Words and photo by **Steve Cox**

If you raced motocross prior to your mid-teens chances are good you spent a lot of time on two-strokes. If you're in your 30s you probably spent time on two-stroke big bikes, too. Two-strokes are a lot of fun to ride – if you know what you're doing. But having fun riding a bike and racing a bike at the top level are two different things.

However, the fans seem not to understand this. There is a small but dedicated group of people – mostly on internet message boards – who just love to jump up and support any decent racer who decides he's going to go race in AMA supercross or AMA motocross on a two-stroke. It has enticed a few really good racers to give it a run just for the novelty of it and to gain some fans but this is a bad idea for the racers every time. Every time.

To explore why we'll start here. Nostalgia is dangerous because it's inaccurate. It's inaccurate because it's idealised. People in the USA are nostalgic about the 1950s for example. They sit around and talk about how great things were back then and how everyone had good-paying jobs blah, blah, blah. How often do they bring up the fact that black people in the USA were still being lynched in the south? Or that women hardly drove cars and rarely had jobs (okay, okay, you got me there – perhaps that's part of why the 1950s were awesome as I'm betting there

weren't as many car crashes back then)?

Point is, nostalgia by definition is idealised so people remember all the good and forget all the bad. Looking back at a youth spent racing motocross it's hard for me to remember how much a broken tib/fib hurts but it's easy for me to remember when I won races. Knowing how nostalgia skews our perspective it's easy to understand why people are so stuck on two-strokes. Yes, they are light. Yes, they are powerful for their weight. Yes, they sound sweet. Yes, the exhaust smells awesome. Yes, four-strokes are way better around a racetrack.

Four-strokes are given 200cc more displacement in the 450cc class but the thing is I don't think it even matters. Put top racers on 250cc two-strokes in the 250cc class outdoors and the four-strokes will win. Why? They put a broader powerband to the ground in a much more controllable fashion and they also carry momentum over braking bumps much better. They're simply much more refined racing machines.

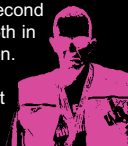
At Hangtown Chris Bloese (national #47) set out to qualify on a 250cc two-stroke in the 450cc class. His fans bombarded my Twitter and Facebook pages telling me how he was going to turn a lot of heads and gain a lot of fans by racing the two-stroke but I was sceptical that he would even qualify to race it. I offered bets – to

no takers – and in the end Bloese, who made a lot of Main Events in the 450cc class in supercross this year despite being hurt much of the time, failed to qualify at all. His best qualifying laptime was a 2:07.220 and in both practice sessions he was approximately 10 seconds per lap off of the top guy's pace. Which I predicted in my Tweet about the subject prior to the weekend.

And he's a really good rider. Really, really good. On a stock 450 he'd have easily made the field and probably scored points in both motos. But on a highly modified two-stroke he didn't qualify. So how many fans did he make when he couldn't even make the starting gate? How many teams did he win over by being a two-stroke hero for the weekend? Let's face it, the two-stroke – under current rules and levels of development – is dead to motocross racing. This is coming from a guy who actually owns one for a track bike. But I'd never race it.

Even more interesting though is this – Bloese's best laptime would've qualified him 22nd in the 250cc class, seven seconds behind the top guy. And after the track got rough his second qualifying time would've put him 35th in the second 250cc qualifying session.

I say let the bikes go against each other with equal displacement because it simply won't make a difference...







# THE HEAT IS ON!

**AFTER RAIN STOPPED PLAY A FORTNIGHT EARLIER, HOT SUN AND SCORCHING RACING SIGNAL THE START OF THE 2012 RED BULL PRO NATIONALS...**

Words by **Sean Lawless** Photos by **Sutty** and **Ian Roxburgh**

**W**ith the original date pushed back a fortnight after storms open a can of whupass on the South West at the end of April, the opening round of the 2012 Red Bull Pro Nationals finally gets under way in mid-May with the Landrake circuit in Cornwall basking under clear blue skies. So was it worth the wait? Damn right!

Less than two weeks before the paddock was like a boating lake but this time around teams and spectators are greeted by a pristine track snaking its way through lush green grass. Landrake's got to be one of the best venues in the country and on a weekend like this it's pure MX heaven.

Of course, while the scenery is beautiful we're here for the racing and out on the track there's a packed weekend programme with Sunday's two pro races backed up by six British Two-Stroke Championship motos and a full card of Red Bull Elite Youth Cup action spread over both days.

With two-time champ Brad Anderson doing his thing Down Under there's all to play for in MX1 and after his stressful start to the season it looks like Buildbase Honda's Nico Aubin has finally got his mojo working. Fastest in qualifying by over one-and-a-half seconds, Dave Thorpe's feisty Frenchman leads the combined MX1 and MX2 pro field up the steep start straight with the holeshot seemingly in les sac but he drifts wide around the sweeping right-hander and a snarling pack of pros drive up the inside.

Right at the front is Tyco Suzuki by TAS's Stephen Sword and the four-time British champ, another rider who's made a less-than-stellar start to the season, immediately begins to gap the field. Even at 31 an on-song Swordy's got to be the fastest 450 rider in the country and he looks perfectly in tune with his bike and the track as he bangs out lap after lap at the front with Alex Snow holding an initial second until PAR Honda's Kristian Whatley pushes past on lap two. >>



**STEPHENSWORD – MX1 FIRST OVERALL**

*"I wanted to win today but to win like that was mega! I've been struggling a bit for the last few months so to start the Red Bull series off with a couple of wins is just what I needed. We've been struggling with set-up but everyone's worked really hard and we are where we are which is right up at the front. This championship is as good as any to me and I want to win it so I couldn't have hoped for a better start. I've really enjoyed the track – it's very technical – and they've done a great job in preparing it."*



**NICO AUBIN – MX1 THIRD OVERALL**

*"It wasn't too bad today – it was much better than one month ago and the other races I've done so I'm happy the way I've raced today. I was feeling much better today than the past few weeks. It's going to be good now."*





Swordy (#8) comes out swinging at Landrake and kicks off his title campaign with a double race win

# KRISTIANWHATLEY – MX1 SECOND OVERALL

"I feel all right. The first race wasn't how I planned. I thought I could win that but Swordy was going strong and I kinda faded a bit – there were some bike set-up problems there as well – and the last one I got another good start. We made some changes to the engine this week and it's got a bit more horsepower which helps getting out the start a bit better. We also made some changes to the shock for the last race and it felt a lot more settled. Once we get the set-up on the Honda I think I'll be away."







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# SERIES STANDINGS

## MX1

1	Stephen Sword	Tyco Suzuki by TAS	50
2	Kristian Whatley	PAR Honda	42
3	Nicolas Aubin	Buildbase Honda	38
4	Marc de Reuver	Lanes Kawasaki	36
5	Martin Barr	LPE Kawasaki	33
6	Alex Snow	Oakleaf Kawasaki	32
7	Jamie Law	D3 Racing KTM	29
8	Gert Krestinov	MVR-D Honda	25
9	Josh Waterman	Dyer & Butler Suzuki	24
10	Max Nyberg	Motoland UK Honda	23

## MX2

1	Elliott Banks-Browne	HM Plant KTM UK	50
2	Steven Lenoir	Samsung Yamaha	44
3	Neville Bradshaw	Evo-Tech Stevens Honda	38
4	Alan Keet	Dyer & Butler Suzuki	31
5	Nathan Watson	PAR Honda	29
6	Bryan MacKenzie	Moto-One Rockstar KTM	26
7	Ray Rowson	LPE Kawasaki	25
8	Graeme Irwin	Samsung Yamaha	23
9	Luke Hawkins	Maxxis Apico Suzuki	23
10	Stuart Edmonds	Tyco Suzuki by TAS	22



### ELLIOTT BANKS-BROWNE – MX2 FIRST OVERALL

"It's been good to come here as champion and win again. I'm not riding at 100 per cent but still it's been an awesome day to go 1-1 – I couldn't have asked for anything more. I'm not sure how many of these I can do but whatever I can I will."



## 250V450

### FORCING THE ISSUE

So what's it like racing a 250F against the fo-fiddies around a track like Landrake? Nev Bradshaw explains...

"The corners you can go a bit quicker than the 450s and because the straights are so rutted you can still catch up but then you get to the corners and you can't pass because there's just one rut. You really have to work hard to line a pass up – you almost have to force a pass. It's difficult to be honest. And it's hard to get a start uphill so I reckon this is one of the harder tracks to race the 450s on – I think when we get into the sand it will be easier."



Embo's Flying Frenchman  
Steven Lenoir rips to second overall in MX2



### STEVENLENOIR – MX2 SECOND OVERALL

"It was okay for me today. I was not so happy after the qualifying because I struggled to make a clear lap. The first race I didn't get a good start but the first few laps were really good but at the end I got stuck behind a slower rider so my rhythm was not so good. Race two was okay but it was a struggle to pass. I felt like I could push a lot and two laps from the end I got past MacKenzie but then was at the back of two 450 guys. Overall it's been a good weekend for me and I hope to do it again."

The race within a race for MX2 honours sees defending champ Elliott Banks-Browne miles clear of his 250F rivals in the early stages. EBB gates near the front and gets the hammer down, mixing it up with Snow and Whatley before demoting the Oakleaf Kawasaki rider to fourth on the third lap. Further back the battle for the remaining MX2 podium positions is between Samsung Yamaha's Steven Lenoir and Evo-Tech Stevens Honda's former champ Nev Bradshaw as the pair charge forward from 16th and 21st after the opening lap to seventh and eighth five laps in.

Back at the front the crowd are treated to a vintage Swordy performance as the Scot stays rock-solid to the finish for a textbook gate-to-flag victory. EBB pushes up to second four laps from home with Lanes Kawasaki's Dutch potty mouth Marc de Reuver also pushing K-What back a place. Aubin and Snow fill the next two places ahead of Lenoir and Bradshaw.

There's no repeat of his opening moto mistake for Aubin in race two as he keeps it tight like a tiger to emerge from the first turn in the lead with Swordy on his back wheel. Whatley's third from LPE Kawasaki's Martin Barr with EBB first MX2 pilot through in fifth, three places ahead of Lenoir who's got Moto-One Rockstar KTM's Bryan MacKenzie close behind.

Aubin leads for almost half-distance until he slips off allowing Swordy, Whatley and Barr to pass but he's quickly up and within a couple of laps gets back ahead of Barr as EBB also makes a move on the Irishman.

With just a couple of laps to go Whatley's closed Swordy down but as the leading pair scythe their way through backmarkers Swordy makes a couple of vital passes to give himself the space he needs to bring it home for a double win. Aubin is a distant third with EBB, Barr and Snow completing the top six ahead of MX2 men Lenoir, Irn Bry and Bradshaw.



Jamie Law leads  
Nev Bradshaw as  
MX1 takes on MX2



### NEVILLEBRADSHAW – MX2 THIRD OVERALL

"The last race was pretty good – I think I was fifth or sixth off the start and came through to fourth and once I'd got round Jamie Law then Lenoir and MacKenzie were five or six seconds ahead so I got my head down and caught them and we had a real good battle. I passed Bryan on the last lap and then we came together so I lost a bit of time but my speed was good. It's a solid start to the Red Bull championship – I'm third overall and Elliott's not doing them all so I guess it's second really and not too many points behind so definitely a good place to work from. Winning my title back – that's the plan."



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The 125cc two-smokers get out the gate



Matt Moffat kicks off his Open Expert defence with the overall victory

## SERIES STANDINGS

### 125cc EXPERT

1	Carlton Husband	67
2	Lewis King	65
3	Michael Eccles	63
4	Warren Field	50
5	Charles Statt	48

### OPEN EXPERT

1	Matt Moffat	70
2	Lewis King	65
3	Josh Waterman	60
4	Ray Rowson	54
5	Robert Hamilton	46

### 125cc JUNIOR

1	Jordan Bachelor	72
2	Ryan Snaith	57
3	Alec Everitt	54
4	Jake Fry	54
5	Kieran Banks	53

### OPEN JUNIOR

1	Adam Harris	75
2	Robbie Joe Waller	64
3	Jordan Moyle	58
4	Jamie West	51
5	Sonny Oliver	50



Rookie champ Nathan Watson impresses on his RBPN MX2 debut

## MOVING UP! FROM ROOKIE TO PRO

The Red Bull Rookies class is designed to be a springboard from youth to pro racing so we caught up with Nathan Watson, last year's Rookie champ, to see how he found life in the adult ranks although after posting a fighting fifth overall in MX2 it was a bit of a no-brainer...

"So far it's been really good," says Nathan. "I qualified third in MX2 which I was really pleased with and a bit shocked but it gave me confidence going into the first race. Last year was good preparation for the step up into the adults and I gained a lot of speed so racing the Rookies really helped with moving into the pros. I was really excited last year watching the pros and I couldn't wait to start mixing it with them."

"There's a big difference in the pace at the start – they're really aggressive and obviously they're all men so they can bully you around. It's like moving up to secondary school with all the big kids!"

## STROKER-FACED!

### MOFFAT AND HUSBAND TOP 2-STROKE STANDINGS

If you get your kicks from pre-mix then the men of the British Two-Stroke Championship are guaranteed to lay on two days of throttle-twisting, plastic-scraping racing.

Saturday sees the Open class heroes come out to play with three races featuring Expert and Junior pilots. Last season's Open Expert title chase went down to the wire with Matt Moffat just squeezing out Stuart Edmonds at the death but with Stuey now a full-time MX2 rider things are shaping up to be a cakewalk for the defending champ.

But after a stinker of a start for Moffat in the opening moto the early pace is set by Josh Waterman. Lewis King takes over at the front and keeps it there to win from Waterman with Moffat fighting his way up to third. Moffat then goes out and makes no mistakes in the final two races to get his defence off to a flying start as King adds a 2-4 for second overall from Waterman who ends the day with a 4-3.

"I was a little bit gutted with the first race but I've had a bit of a mixed week really," admits Matt. "A couple of the bikes broke down so I've been running around trying to find bits all week and didn't get away until 7.30 last night, arriving here at 3am. I've had a lot on my plate and I've been running around today but it all came good in the end and it's been a good start to the season."

The Junior spoils go to Adam Harris who gets in among the Expert riders all day to post a 1-1-1 in class.

Sunday's 125cc action sees three different race winners in the Expert division with Carlton Husband's 2-3-1 card good enough for the overall and series lead from King's 3-1-3 and Michael Eccles' strangely appropriate 1-2-5.

In the Juniors it's Jordan Bachelor who leaves Landrake in the lead, his 2-1-1 giving him a handy 15-point advantage at the top of the standings.



Carlton Husband's the man to beat in the 125cc Experts



Husband's on top of the box





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# LATINO FLOW!

## THE MXGP SERIES SWINGS TO SOUTH AMERICA FOR RACES IN MEXICO AND BRAZIL...

Photos by Sarah Gutierrez

**T**he swing to South America starts with an almost all-out riders' strike as all the overseas travellers – bar Max Anstie and Michael Leib who technically don't count as overseas travellers anyway because they could have driven to Guadalajara from their homes in America – refuse to start Saturday's qualifying races due to the super-dusty conditions. This means Rodolfo Fernandez wins the MX1 qualifier ahead of eight Mexicans and Raynear Mejia from the Dominican Republic while Leib wins MX2 ahead of Anstie and nine hombres.

Luckily everyone's back in come race day and although the heavily watered track isn't ideal it still fits Youthstream and the FIM's requirements so it's game on regardless. Jeremy van Horebeek kicks things off with a holeshot in MX2 moto one – one that the TV crew manage to miss – but soon after that it's business as normal with a pair of wins for series leader Jeffrey Herlings as Tommy Searle fights through the pack for second both times and The Jerre keeps things tidy by placing third twice. Nice.

It's a little more open in MX1 though. Tony Cairoli muscled by early leaders Clement Desalle and Christophe Pourcel to take victory in race one to extend his championship lead but only finishes third second time out as he loses out in a battle for victory with Pourcel, Desalle and 2008 champ David Philippaerts who eventually takes the moto victory ahead of the Belgian, the Italian and the Frenchman! Cairoli wins the overall, Desalle's second and DP19 third.

The GP regulars are only too happy to leave the crime-ridden city of Guadalajara behind and head to the world's largest theme park – Beto Carrero World in Brazil – for round four. Unfortunately, a weather front heads there n'all and after a rather sunny Saturday dumps a whole load of rain in time for race day. The track conditions are so swampy only two riders head out for Sunday morning warm-up – that's Desalle and his Rockstar Suzuki team-mate Tanel Leok – and the pre-race sighting laps are skipped by most too.


The plethora of puddles, axle-deep ruts and claggy clay seem to really suit

Tommy though and he rides two smart motos to dominate on the day and claim maximum points while his closest rivals struggle. Herlings can only run 12-3 while Van Horebeek goes 3-6 which means Tommy not only slots back in to second place in the series standings but more importantly halves the gap between himself and the Dutchman. With the Red Bull KTM teamsters having a sh\*\*ter in the mudder a couple of newbies are able to make their debut on the podium as Christophe Charlier takes second overall and Jose Butron makes the trip from Spain worthwhile with a tearful trip to the third-placed step.


Just as Herlings struggles in MX2, Cairoli also fails to bring home the bacon in Brazil. An 8-9 scorecard nets eighth overall but with closest championship challenger Desalle only managing a 13-2 for five points more it's not by any means a total disaster. Pourcel takes the overall with a 1-4 and he's joined on the podium by Philippaerts (2-6) and HM Plant KTM UK's Kevin Strijbos who returns to the podium for the first time since 2007 thanks to 5-3 results. Gautier Paulin and Rui Goncalves round out the top five while Xavier Boog is sixth despite having won race two after beating off Desalle in a fight to the flag.

For the other Brits making the trip to Latin America the journey's not perhaps as fruitful as it could have been. Max Anstie continues to hold down fifth in MX2 following a string of 8-9, 4-7 results while a flu-ridden Jake Nicholls rises to seventh with 10-6 and 7-10 scorecards. Shaun Simpson dislocates his shoulder in Mexico but bravely bounces back to get his best result of the year in Brazil. That first race seventh is backed up by a solid 12th in moto two and Woody sits 12th in the series sandwiched between Evgeny Bobryshev and Jon Barragan.

Alfie Smith misses Mexico but turns up in Brazil and quadruples his points score for the season. Nez Parker's trip is pointless after he hurts an ankle in his first ever 'overseas' GP moto although curly haired speedster Matiss Karro manages to put a smile on Steve Turner's chops by running 11-13 and 10-14 to climb ever closer to the top 10 in the premier class.



Jeffrey Herlings extends his series lead with a double win in Mexico...



Tony Cairoli's still sitting pretty at the top of the MX1 standings





...before Tommy Searle  
closes back in with a  
double win in Brazil



## SERIES STANDINGS

### MX1

1	Antonio Cairoli	Red Bull KTM	203
2	Clement Desalle	Rockstar Energy Suzuki	179
3	Christophe Pourcel	CP377 Kawasaki	172
4	Gautier Paulin	Kawasaki Racing Team	170
5	Ken de Dycker	Red Bull KTM	154
6	David Philippaerts	Monster Energy Yamaha	142
7	Kevin Strijbos	HM Plant KTM UK	139
8	Xavier Boog	Kawasaki Racing Team	129
9	Rui Goncalves	Honda World Motocross	110
10	Tanel Leok	Rockstar Energy Suzuki	107
12	Shaun Simpson	Monster Energy Yamaha	81
14	Matiss Karro	STR KTM	71
25	Alfie Smith	JK Racing Yamaha	12
32	Gert Krestinov	MVR-D Honda	5
36	Nathan Parker	STR KTM	2
41	Martin Barr	Maxxis Henderson LPE Kawasaki	1

### MX2

1	Jeffrey Herlings	Red Bull KTM	223
2	Tommy Searle	Floride Monster Energy Kawasaki	203
3	Jeremy van Horebeek	Red Bull KTM	189
4	Joel Roelants	Floride Monster Energy Kawasaki	152
5	Max Anstie	Gariboldi Honda	137
6	Jordi Tixier	Red Bull KTM	128
7	Jake Nicholls	Nestaan JM Racing KTM	120
8	Dylan Ferrandis	Rockstar BUD Racing Kawasaki	107
9	Alessandro Lupino	Ricci Husqvarna	103
10	Harri Kullas	Rockstar Energy Suzuki	99
19	Mel Pocock	Monster Energy Yamaha	42





*Matiss Karro nails a perfect three-from-three to jump into the lead of the MX1 championship chase*



# TRADING PLACES!

**ELLIOTT AND MATISS MOVE UP AND MEL AND KEVIN MOVE DOWN AS THE MAXXIS SERIES HITS THE HALFWAY MARK...**

Words and photos by **Sutty**

**A**fter a cold, damp and miserable third round at Lyng the Maxxis series moves over to Milton Park in Northamptonshire for round four. Although it's still quite tight, twisty and technical it's obvious the ACU have put a whole heap of work into the track as the surface is so much better than last year even though the weather conditions are eerily similar with bright blue skies and a scorching sun set to bake anything sat outside of the shade.

As well as the temperature emotions are running pretty high too as MX2 series leader Mel Pocock's given a one-minute penalty in qualifying for stopping at the side of the track. "I clipped a post with my hand and I thought I'd bent my brake lever then in the next corner my front wheel washed out so I pulled over to check it out," explains Mel. "It turns out it was just me riding like a goon but I got done for stopping for three-and-a-half seconds when you're only allowed to stop for two seconds or something. That penalty basically put me at gate number 40 and that's gonna mix things up!"

And Ginge ain't wrong. With the Milton Park start being stupidly short and the gate staggered to give those starting on the inside a huge advantage Mel's hopes of getting a holeshot are slim to none even if he is armed with a Steve Dixon-tuned rocketship! On the other side of the coin Pocock's closest challenger in the series Elliott Banks-Browne – who's only 15 points shy of the pace-setter – is sitting pretty in second after the Superpole session with only fast Frenchie Nico Aubin able to go any quicker around the 1.5km circuit.

But when the gate drops for moto one it's EBB who yanks the holey ahead of Aubin and his Buildbase Honda team-mate Jordan Booker, Nev Bradshaw and Graeme Irwin while Pocock comes out of turn one on the edge of the top 10. As Elliott settles himself into the lead, Mel forces his way through the pack to end the first lap in fifth and for the next 20 minutes while Banks-Browne beats off all Aubin's attempts to get by Pocock slips through to third although he finishes almost 30 seconds behind the leading pair. The gap's down to 10 and Pocock's got that same sh\*tty gate pick for race two.

Elliott ain't messing around and another holeshot leads to another gate-to-flag victory for the HM Plant KTM UK teamster while Aubin again finishes in the runner-up spot ahead of Bradshaw and Steven Lenoir. For Pocock moto two is a disaster. Parked up in turn one he's 31st as the pack cross the line at the end of the lap before a crash midway around lap two relegates him further back to 34th. From there it's a dangerous blast through the dust and rocks to a disappointing 19th place finish. For the first time since May 2010 the MX2 championship lead is held by a rider who's not a member of Steve Dixon's team.

With a freak show mixed-capacity showdown replacing the traditional third motos all the MX2 boys are against it from the off. EBB leads the class early doors but Bry Mac and Lenoir both find a way past the new series leader. Then on lap 14 it all changes as MacKenzie drops it and Lenoir finds himself leading for two laps – although in real terms he's actually sixth on the track – before Banks-Browne pulls his finger out and rockets back past to take his third class win of the day. Lenoir and MacKenzie finish second and third in class but take home seventh and eighth place points while Bradshaw's next best in 11th ahead of Pocock in 12th. And that leaves the championship looking like this – EBB leads the way on 235 points some 19 clear of Pocock while Bradshaw's third ahead of Lenoir and MacKenzie at the halfway stage of this eight-round series.

"I'm so happy with the result," says an emotional Elliott. "I went 1-1-1 today and I've never done that before so I'm pumped – I've got the red plate too and I really couldn't be happier. The track was so tough, it was really hot and that last race was so gnarly with all the dust but I kept it together and managed to get the overall and the championship lead."

While Roger Magee's team gain one red plate at Milton Park they lose one n'all as MX1 pace-setter Kevin Strijbos has the kind of day only someone like Mel Pocock could truly empathise with. After running a dominant 1-1-1 at Lyng, Strijbos had managed to extend his lead to 31 points over Monster Energy Yamaha's Shaun Simpson who himself has a two-point

>>

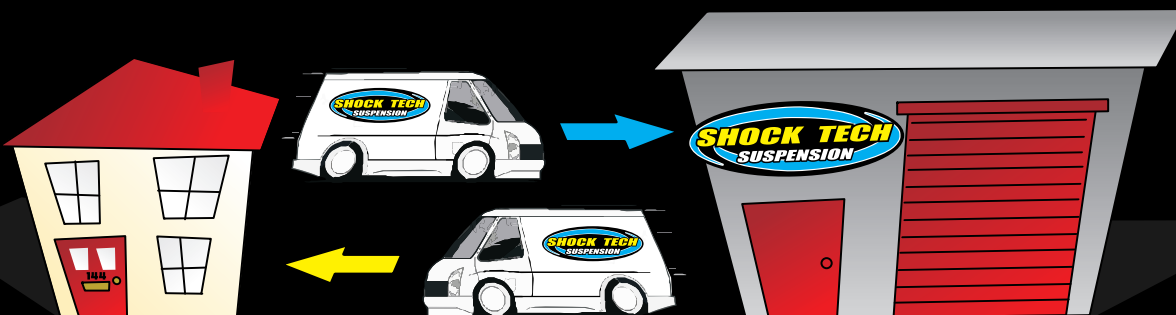




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**SX champ Neville Bradshaw holds down third in MX2**



### SHAUN SIMPSON

"In my mind the shoulder didn't really affect me today – feeling wise – but my top half is still weak and I'm having to compensate quite a lot with my right shoulder. I think racing in Brazil last week took a lot out of me but I think it was the right decision because I need to get some good weeks behind me to get my momentum going again. I wasn't in tip-top condition this weekend and the track was a little bit tight which maybe put me at a disadvantage on the 450.

"The main thing is we made up the big points gap to Stribos. Okay, Karro passed me but I feel that I've got the beating of him normally so that's not stressing me out so much – the bigger problem was Stribos getting away. If he'd had a similar day to Lyng here then we'd have been in big trouble but it's racing and these things happen. We're only halfway through the championship now and I can't wait for the next round."

## SERIES STANDINGS

### MX1

1	Matiss Karro	STR KTM	248
2	Shaun Simpson	Monster Energy Yamaha	239
3	Kevin Stribos	HM Plant KTM UK	238
4	Stephen Sword	Tyco Suzuki by TAS	188
5	Gert Krestinov	MVR-D Honda	176
6	Kristian Whatley	PAR Honda	145
7	Jamie Law	D3 Racing KTM	131
8	Marc de Reuver	Lanes Kawasaki	130
9	Martin Barr	Maxxis Henderson LPE Kawasaki	125
10	Alex Snow	Lanes Kawasaki	119

### MX2

1	Elliott Banks-Browne	HM Plant KTM UK	235
2	Mel Pocock	Monster Energy Yamaha	216
3	Neville Bradshaw	Evo-Tech Stevens Honda	183
4	Steven Lenoir	Emberson Yamaha	175
5	Bryan MacKenzie	Moto-One Rockstar KTM	173
6	Nicolas Aubin	Buildbase Honda	151
7	Graeme Irwin	Emberson Yamaha	146
8	Jordan Booker	Buildbase Honda	109
9	Stuart Edmonds	Tyco Suzuki by TAS	96
10	James Cottrell	DB Racing Honda	90



**The second MX1 moto gets off the line**



**Kevin Stribos loses his red plate at Milton Park**

advantage over STR KTM's Matiss Karro.

The three are almost inseparable during qualifying with Karro taking Superpole by 0.051 seconds ahead of Stribos while Simpson's about half-a-second in arrears.

That said with Karro suffering the effects of a cold and Simpson still recovering from a dislocated shoulder you'd have to say Stribos will come away from the three gruelling motos with the advantage, right? Wrong!

Race one gets under way with a holeshot for Karro while wildcard Josh Coppins starts second ahead of Tyco Suzuki's Stephen Sword and MVR-D Honda's sole remaining rider Gert Krestinov. That's how it stays for three laps until Coppins crashes leaving Karro with a comfortable lead as Sword and Krestinov tag behind.

Further back it's all going wrong for Stribos. "I was sixth until my rear brake pedal got jammed with mud and the rear brake stuck on," says Kevin. "I was kicking at it to try and free it off but that didn't work so I had to stop and clean out all the mud with my hands. Because it was only the second lap everybody passed me and I ended up last so I had to charge back through the pack from there."

While Stribos works his way from last to ninth at the finish Karro keeps a clear head to win his second moto of the season while Swordy slinks home second ahead of a charging Woody who relieves Bert of third on the very final tour.

Moto two sees a repeat performance from Karro who again leads from gate to flag. Simpson starts and finishes second while Stribos pulls through the pack from seventh to third to head home JC, Kristian Whatley, Krestinov and Sword.

In the third and final moto it's Woody who surprisingly springs out (we've all had that

happen, right?) early doors to take an early lead. Obviously determined to pull back some points on Karro who's managed to squeeze past in the points chase to claim second, Simpson throws down some super quick laps and gaps the field quite quickly.

But before the Scotsman can count his chickens that man Karro starts shaving back his lead and by lap eight a move is made that sees the Latvian leap clear of the Scot. From there there's no stopping him as he romps home to win number three while the #24 Yamaha follows him home almost half-a-minute behind. Whatley takes third which is by far his best result of the season so far but what about Stribos?

"My throttle started playing up quite early in the race, it would stick then be okay so I just thought it was catching on the end of the handlebar. I tried to move it but it wouldn't budge and then on the tabletop jump I landed and the whole thing just came off – I was pretty lucky not to have a big crash," says Kevin of the faulty throttle tube that caused him to DNF. "I had a 31-point lead coming in here and now I'm 10 points behind in third place."

This can only mean that Karro's the new series leader – a first for him and also for Steve Turner's band of merry men. "I had the perfect day today," says the long-locked Latvian. "I took pole in qualifying and then three race wins – it couldn't have been better.

"I really enjoyed the track today with all the deep ruts. The last MX1/MX2 race was tough and it took me a while to get into the lead after only starting fifth but I still managed to win that and the overall. I can't believe I'm leading the championship after starting the day so many points behind but now I've got the red plate and I can't wait for the next race!"



**The day belongs to Elliott Banks-Browne who tops the MX2 class and takes the championship lead**



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**Enduro legend**  
**Juha Salminen** has  
 endured a tough start  
 to the 2012 series



# WET N' DRY!

**MUDDY IN SPAIN, DUSTY IN PORTUGAL – IT'S ALL GO AT EWC ROUNDS THREE AND FOUR...**

Words and photos by Future 7 Media Ltd

If one thing's clear about this year's EWC series it's that French riders will almost certainly claim the lion's share of the championship silverware – and leading the way are KTM's Enduro 1 and Enduro 3 class superstars Antoine Meo and Christophe Nambotin.

Both continue to set the pace as the world championship series returns to Europe despite Meo suffering a DNF on day one in Portugal. But so strong was the two-time world champ in Chile and Argentina that not even the loss of 20 championship points can knock Meo off the E1 championship top spot. After doing the business on both days in Spain, the former GP motocross racer bounces back on day two in Portugal to

claim his seventh win of the season.

"What happened on day one was just one of those things, I have no-one to blame but myself," admits Antoine. "I got too close to a rock and it put a hole in my engine. That was it. When something like that happens it's good to have a strong lead in the championship."

One of the biggest changes in the E1 title race is the temporary departure of French Army Yamaha rider Marc Bourgeois. Delivering unexpectedly strong performances during the opening rounds, a heavy fall in Spain results in a DNS in Portugal and with it go the hopes of an end-of-year top five result. Behind Meo is another Frenchman – Rodrig Thain – who gets his first win of the season on day one in

Portugal. Taking advantage of Meo's DNF, Thain's win helps him edge ahead of Finn Eero Remes.

Another E1 class rider to see his title dreams shattered is Simone Albergoni. Breaking his elbow on day one in Portugal when he jumps off the track and into Portuguese spectators, Simone's very lucky to walk away from his high-speed incident.

Heading the E2 standings is Pela Renet – Husaberg's gangly former MX3 world champ. The most successful and consistent rider in the class, Renet's 2-1 result in Portugal and his double win in Spain is in sharp contrast to the mixed fortunes – and results – many of his expected championship rivals are





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# SERIES STANDINGS

## ENDURO 1

1	Antoine Meo	KTM	140
2	Rodrig Thain	Honda	109
3	Eero Remes	KTM	93
4	Simone Albergoni	Honda	83
5	Matti Seistola	Husqvarna	83

## ENDURO 2

1	Pela Renet	Husaberg	133
2	Cristobal Guerrero	KTM	118
3	Juha Salminen	Husqvarna	100
4	Johnny Aubert	KTM	98
5	Ivan Cervantes	Gas Gas	92

## ENDURO 3

1	Christophe Nambotin	KTM	160
2	Joakim Ljunggren	Husaberg	110
3	Aigar Leok	TM	109
4	David Knight	KTM	108
5	Oriol Mena	Husaberg	100

## ENDURO JUNIOR

1	Mathias Bellino	Husaberg	154
2	Jonathan Manzi	KTM	111
3	Danny McCanney	Gas Gas	109
4	Kevin Benavides	KTM	98
5	Victor Guerrero	KTM	89
9	Alex Rockwell	Husaberg	45

Even with a DNF to his name Meo still holds a 31-point lead over Rodrig Thain – another French former MXer



Antoine Meo is dominating the E1 class this season

Jordan Rose gets his groove on in Portugal



Manxman Alex Rockwell suffers a costly DNF in Portugal



## BEST BRIT

### ROOKIE ROSE RIPS

TM UK's Jordan Rose makes his EWC debut in Spain's third round of the series and immediately starts to make his presence felt before moving on to Portugal and continuing to impress.

Armed with a stock TM250 he takes on the combined might of a whole host of factory 450 riders and comes away with four top 10 results having at times battled with the likes of Johnny Aubert, Alex Salvini and Ivan Cervantes.

"It's been a mega experience, I've loved every minute of it," says Jordan at the end of a tough Portuguese GP. "I was seriously nervous before the start of the race in Spain, I didn't really know what to expect. But it was great. I loved the event and finishing fifth on day two was just great."

With slippery hardpack replacing mud in Portugal, Jordan again delivers the goods and finishes as the fastest Brit to show just what can be achieved on a shoestring budget. Finishing ninth on day one in conditions that offer four-stroke riders a real advantage, an eighth place finish on day two brings Jordan's EWC mini-tour to a highly respectable close.

experiencing. Behind Renet is Spain's Cristobal Guerrero who, like the French class leader, has been both fast and consistent since the start of the series. A double podium finisher in Spain, Guerrero overcomes a poor opening day in Portugal to once again finish on the box.

For seven-time EWC champion Juha Salminen the first two European races of the series don't go exactly to plan. Just fifth and third in Spain, Juha's 4-6 results in Portugal do little to make up for the lost points he endured on day one in Argentina. But while Juha's results take a dip, Johnny Aubert finally find his form and after a second place result on day one in Spain secures his first win of the season on day one in Portugal.

"I don't know why it's taken so long for me to get my first win this year," admits Johnny, "but I'm glad I have. I felt really good in Portugal and after winning on day one I had a great battle with Renet on day two. I have a lot of points to win back in the championship but there's a long way to go still."

With a maximum 160 points from eight winning rides during the first four GPs of 2012, there's seemingly no-one who can stand between Christophe Nambotin and his first ever EWC title. Just as he did in South America the reserved Frenchman delivers yet more knock-out blows in Spain and Portugal, beating everyone with often devastating ease.

In Spain Christophe claims a deserved double win, ending the second day two minutes

up on his closest rival. In Portugal he masters the slippery, dry conditions instantly to leave his classmates more than one minute behind him on both days.

"It's been a perfect season so far and I'm really enjoying my racing," confirms Christophe. "Everything has gone very well for me. I feel relaxed and confident and I'm looking forward to the second half of the season."

While good for Nambotin, the GP of Portugal is anything but for Manxman David Knight. After a 2-3 result in Spain, DK struggles in Portugal and following a disappointing seventh on day one he slumps to 13th on day two – his lowest ever EWC finish as a professional. As a result he drops to fourth in the class standings behind

Husaberg's Ljunggren and TM's Aigar Leok. Understandably, DK's not a happy chap...

Thankfully, things are better for Britain's Enduro Junior class duo of Danny McCanney and Alex Rockwell. At the halfway point of the series Danny holds third, just two points behind Italian Jonathan Manzi. While there's little he can do about French Husaberg rider Mathias Bellino who claims four wins from four starts in Spain and Portugal, McCanney's third place results on day two in both Spain and Portugal see him well placed for a runner-up scrap during the second half of the series.

Sixth and fourth place results in Spain give Rocky his best EWC finish but a day two DNF in Portugal knocks the wind out of his sails.



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# NEW CONVERTS!

**S**lap bang in the middle of a crazy rainy spell – but thankfully on a rare dry day early in May – Pattingham near Wolverhampton was the location for a club enjoying only its second-ever meeting racing under a new banner.

Hosting the meeting, Shropshire-based Wem MXC are recent and keen converts to the BSMA cause – previous to this they were hooked up to the AMCA. The old-school partially wooded scrambles course at Pattingham features a head down 'go for it' straight and has a racing history that began somewhere in the way back when.

To my knowledge the circuit was well used in the 1960s but on the day in question it had been rejuvenated for the first time in recent years and was laid out to maximise its full potential. In a packed paddock an inviting trade and food fest area was busy and with banners fluttering in the wind the atmosphere was both cosy and buzzing.

The club have invested in both ideas and equipment and as the riders took off from a brand new startgate with Mylaps transponders prepared for action the enthusiastic commentator gave it large on a pukka sound system! Good stuff indeed and the racing wasn't half bad either – here's how it all went down...

Finlay Smith topped out in the combined Auto

and Junior 65cc qualification, just getting the nod over Joseph Davies. In heat one Smithy then scorched home in first chased hard by Lewis Pyne as Davies took third. Davies took the holeshot in race two and duly led the opening laps before Smith came from behind to win a little belter. Following a nightmare race two Pyne then nailed a superb gate-to-flag win third time out.

All totalled Smith had a 1-1-3 against his name and he deservedly claimed top spot as second overall went to Davies displaying a 3-2-2 card. Following the three leaders a terrific scuffle ended with Callum Baldwin getting the better of Archie Collier and Kyle Biggs.

In the Smallies Nathan Bache ran riot – generally he was two or three seconds-a-lap quicker than the chasers and he sped to an impressive clean sweep. Having said that though, after dropping off the early race lead he had to work hard for his heat three win. Laying down a consistent 2-2-2, Brooklyn Evans proved the best of the rest as 10-year-old Charlie Kent charged home with a day full of thirds for section bronze. Behind Kent it was Zac Watkins who claimed fourth overall courtesy of his last race fourth place finish which bumped James Angel down to fifth.

The story of the BWs was much the same

consistency wise with Worcestershire Suzuki ace Robert Yates finishing the day with an imperious 1-1-1 as Henry Williams carded 2-2-2 and made a fight of it early doors with his fast-gating technique and speed. Luke Craig on the Honda and Suzuki pilot Kieron Cooke tussled valiantly for third with Craig (3-3-3) slightly the stronger each time. Brad Edwards took fifth overall but only just with Joe Roberts a single point adrift.

In the Senior division Karl Haycock swapped his Husky for a sparkly new Suzuki and the change worked well as he hit a speedy groove to lead the day's opener well into the closing stages. Brad Freeman proved to be Haycock's eventual undoing, polishing off Haycock and the 29-strong field on his KTM stroker. On reflection Freeman (1-1-1) and Haycock (2-2-2) were a class apart at the sharp end as Jack French took a two-point advantage over Carl Lane to secure third overall.

The racing card was made up with a healthy adult section of AMX, vets and twinshockers and with a total of 150-plus riders taking part it proved a great day out. At the time of going to press the club were launching a new interactive website where you can check out the latest news and fixtures and also details of club meetings held regularly at the Wem United Services club.

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SPOTLIGHT ON...

# GARY ASHLEY #10

DOB: 20/01/2002 HOMETOWN: SEVENDOKS, KENT SPONSORS: GOLDENTYRE, CHARGE CLOTHING AND GAERNE OFFROAD UK

**F**inishing third overall in last year's BSMA GT Cup 65s and with a seventh place overall finish at the 2011 Red Bull Elite Youth Cup finale at Culham, Gary Ashley ended last season as the top-rated nine-year-old in the country.

In recent years with Alexander Brown, Albie Wilkie, Keenan Hird and Conrad Mewse dominating it's been a fact that the hot 10-year-olds have ruled the 65cc championships scene – and Gary is undoubtedly hot and 10 this time around. This year is a bit different, however, as super-hot 11-year-olds also abound led by the supercharged Powerband duo of Tom Grimshaw and Christopher Mills.

Gary spent a few of the winter months battling away on a Twisted Seven Kwack but since making a return to KTM he has hit top form. His season began with a ballistic BSMA whitewash at Mepal and currently Gary sits third overall in the British Youth Nationals. At the Landrake Red Bull Elite Youth Cup opener Gary was mysteriously absent so Rage decided to ask him about that one, his season in general and his personal battle with the flying 11-year-olds...

**Rage:** Well done on a great start to the year in the BSMA and BYN series – having missed EYC Landrake will you now be concentrating on those two series or will you be racing the remaining Red Bull rounds too?

**GA:** "We had a family holiday booked on the date of the re-arranged Red Bull opener so unfortunately I had to miss it. I will now be concentrating on the BSMA and BYN series this year. But I will still be riding at any remaining Red Bull rounds that don't clash."

**Rage:** So far this year together with Chris Mills and Tom Grimshaw you seem to be dominating – those two apart who else has impressed you?

**GA:** "In my group Rossi Beard and Kacey Hird have both been riding really well at the last two meetings."

**Rage:** As a 10-year-old for this racing season you are up against a collection of rapid 11-year-olds – do they have an advantage?

**GA:** "I'm used to being one of the younger riders in my group as I went onto the 65s when I was seven. I don't let it hold me back but as I am quite small it can sometimes be a disadvantage!"

**Rage:** Are there any national tracks or meetings that you are especially looking forward to racing this year?

**GA:** "GT Cup Foxhill and BYN Cusses Gorses because they are both hardpack tracks with big jumps that I really enjoy riding."

**Rage:** So far what do you think of the new BYN series – do you think they going in the right direction for improvement?

**GA:** "Yes, it's been really good so far. I like that it's an event just for the youth and we get six races in at each meeting."

**Rage:** Have you given any thought to next year – will you stay in 65s or move up to SWs?

**GA:** "I would really like to move up to the SW group in 2013 but my dad is considering keeping me down because of my size. I can ride an 85 quite well already but I am quite small so might struggle to pick up and start a bigger bike. Also as I have missed out this year it would be good to have a go at winning the Red Bull Elite 65cc series next year."

**Rage:** With quite a few national races already under your belt this year what has pleased you most so far and what do you think you need to improve on?

**GA:** "Definitely my starts – I haven't had a single good start at the BYN this year and have been coming out mid-pack which means I have to spend half the race working my way through. With a good start I know I have a better chance of winning. Other than that I'm really happy with everything."

**Rage:** Do you do any specific off bike training or play other sports to build up fitness and stamina? And do you have a pro trainer for specialist tuition?

**GA:** "I enjoy swimming and boxing to keep up my fitness. My dad takes me practising as often as he can but I don't have a pro trainer at present."

**Rage:** Finally Gary, who do you have to thank and tell me one unusual fact about yourself...

**GA:** "I would like to say a massive thank you to all my current sponsors – I hope to do them proud this season. As for the unusual fact apparently I talk in my sleep."



Luke Craig eats dirt



Kyle Jones avoids the carnage



Tyler Smith



Henry Williams holeshots



Stylish stuff from Karl Haycock





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Jordan Divall ends the weekend in seventh in the Rookies



The BW85s drive off the line and up the steep Landrake start straight



## FLYING START!

THE STARS OF THE RED BULL ELITE YOUTH CUP MAKE UP FOR LOST TIME AT LANDRAKE...

Landrake in Cornwall's the venue for the opening round of the Red Bull Elite Youth Cup and with the original date delayed by a fortnight the fastest young racers in the country seem intent on making up for lost time.

Running as an integral part of the Red Bull Pro Nationals, the EYC is the youth series everyone wants to win from the Rookies class for 14 to 18-year-olds down to the seriously swift 65cc pilots and it's from these two classes that arguably the best performances of the weekend come.

With three races on the Saturday and two on the Sunday, the youth stars have a lot of motos to get through and it's the 65s that throw up the only maximum of the weekend as Powerband Racing KTM's Tom Grimshaw dominates with a perfect five from five scorecard. The fast-starting Rossi Beard is Tom's nearest challenger over the weekend with consistent 3-3-3-2-4 finishes but such is Tom's dominance he takes a whopping 30-point lead into round two at FatCat Motoparc.

"It's really hard work out there – you just have to pick a rut and flow," says a delighted Tom after Sunday's podium presentation. "Flowing is the most important thing. I did good here last

year and I was really hoping to be able to win this year. I'm really happy. It's a great track here. I've trained really hard over the winter for this and I'd like to thank my sponsors Powerband Racing, Hardcore and Scott."

Scott Russell comes home third after an off-the-pace fourth moto ahead of Callum Gasson and Christopher Mills.

At the other end of the age range it's Oakleaf Kawasaki's 18-year-old hotshot Jake Millward who draws first blood. With three wins and a second from the first four motos Jake goes into his final race of the weekend in pole position but a crash drops him down the field and he needs a clear head to recover to fifth which is good enough for the overall.

"It's a great start to the season – I ended up winning overall which is what I came here to do so I'm really happy with it," says Jake. "I've been doing a lot of riding and I'm real comfortable on my bike and I came to Landrake with a clear head. I made a big mistake in the last one – the transponder got caught between the forks and the frame and completely locked the front end up so I couldn't turn and fell off. So I just rode round to get fifth which I knew was good enough for the overall."

The other two race wins are taken by Dan Thornhill and Liam Garland with Dan claiming second on the day ahead of local boy Tommy Alba, last year's BW champ Ben Watson and Liam.

In the Big Wheel 85cc class after winning the opener Buildbase Albion Honda's Josh Gilbert suffers a stinker of a start in race two and can only recover to sixth at the flag as Jordan Moxey streaks to the win. It's the only blot on Gilbert's round one record though as he reels off three more wins to take the overall from Twisted 7 Kawasaki's Todd Kellett who is just three points adrift after running 2-2-3-2-2 all weekend.

Even at this early stage it's looking to be a two-horse race as third-placed Moxey is 52 points adrift of Gilbert. Jordan Eccles ends the weekend in fourth ahead of Sam Braithwaite.

In the Small Wheel class it's Taylor Hammal who runs away with the overall after backing up Saturday's 2-1-2 card with a pair of wins on the Sunday. Taylor's closest challenger in the points table is Marcus Phelps but on the race track it's Evo-Tech Honda's Albie Wilkie who takes two wins and two seconds before a last moto no-score drops him to third overall.

The Rookies charge into the opening turn

Jake Millward is on form in Cornwall



### SERIES STANDINGS

#### 65cc

1 Tom Grimshaw	225
2 Rossi Beard	195
3 Scott Russell	190
4 Callum Gasson	173
5 Christopher Mills	163

#### SW85cc

1 Taylor Hammal	219
2 Marcus Phelps	198
3 Albie Wilkie	174
4 Drew Warren	162
5 Keenan Hird	149

#### BW85cc

1 Josh Gilbert	210
2 Todd Kellett	207
3 Jordan Moxey	158
4 Jordan Eccles	153
5 Sam Braithwaite	148

#### ROOKIES

1 Jake Millward	210
2 Dan Thornhill	195
3 Tommy Alba	178
4 Ben Watson	169
5 Liam Garland	165





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## SERIES STANDINGS

### BYN

1	Louie Kessell	458
2	Jack Grayshon	450
3	Bobby Bruce	447
4	Charlie Heyman	437
5	Jonty Wright	404
6	Benjamin Clark	396

### BSMA

1	Bobby Bruce	409
2	Louie Kessell	400
3	Toby Potter	397
4	Jack Grayshon	390
5	Alfie Rickwood	387
6	Charlie Heyman	381



Jack's out front at Milton Park



Jack and team-mate Ozzie



## WIN! WIN! WIN!

DBR-CUSTOMISED GO-MX IGNITION COVER UP FOR GRABS...

**H**ot on the heels of last month's great comp to win a tricky-trick Dirt Bike Rider logo'd GO-MX ignition cover to bolt onto your SX50, as promised this month we've got another great comp – this time to win a tricky-trick Dirt Bike Rider logo'd GO-MX ignition cover to bolt onto your SX65. How cool is that?

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## AUTOFOCUS!

IT'S THE NIPPER RIPPERS...

**S**ome months back Rage featured Team Vampires Rock KTM – at the time a brand new northern-based outfit preparing to launch into their first national season.

Initial thoughts were that with BW fliers Scooter Webster and Will Keogh on the team they would be the ones grabbing the glory and the column inches. Well, in the final weekend of May that certainly was the case when Will went 2-2 at Milton Park claiming a terrific MX85cc victory and Scooter finished second overall at BSMA Wroxton. Without doubt their best shows of the year but before this irrepressible tiny teamster Jack Grayshon had been the one consistently catching the eye – and with the schoolie championships now coming to the boil arguably Jack's the lad so far!

In the past couple of years despite some reservations and opposition Auto racing re-introduced at full national level has secured a growing foothold. Surely this can only be good

for the sport and last term Louie Kessell and Bobby Bruce were among the classy front runners. Both guys are back in the mix this time around – but seven-year-old Grayshon is giving them along with the other podium hunters a tough time.

Jack doesn't hit eight until July 31 and he only began racing in 2010. In 2011 he won the White Rose Auto championship and then followed up with a cracking winter stint – duly serving notice he could be a real threat in 2012. The only real doubt concerned his relative lack of experience but with four nationals and three podiums now on his CV there is obviously little to worry about.

Racing in both the BSMA and BYN series, Jack's very first national ended with him nailing a sensational second overall in the tricky trenches down at Mepal. Track specialist Bobby Bruce claimed the Fenland win as in the tightest of finishes Toby Potter just nudged out Charlie Heyman and Louie Kessell for third. At the Milton

Jack Grayshon's making his presence felt in the Auto ranks

Park BYN opener Jack claimed another podium, this time in third as Kessell took gold with Bruce in silver with Heyman fourth.

Next up was the second round of the ACU series at Salters Lane and Jack's best show to date. The startline looked a bit bare with only eight on parade but after six terrific motos Grayshon totalled equal top points with Heyman, just losing out after a heavy tumble in the final outing. Importantly for confidence, however, Jack claimed three of the moto wins as Kessell and Bruce ended the day in third and fourth.

In his latest 50cc championship fling at BSMA Wroxton there was an impressive full line this time. All the big guns were present but with Grayshon still suffering the effects of the previous week's mega prang he carded a disappointing day one 6-7-9. On day two despite a sore back Jack recovered superbly to post 3-3-3 but in the ultra-competitive section he had to settle for sixth overall.

## GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT [MIKEGURNEY55@YAHOO.CO.UK](mailto:MIKEGURNEY55@YAHOO.CO.UK)





# DONALD PUMP!

**OUR JOINT FAVOURITE SCOTTISH COLUMNIST IS DESPERATE TO SORT HIS SET-UP AND LOSE THE ARMPUMP...**

Words by **Bryan MacKenzie** Photo by **Sutty**

It's the same thing at the same time every month and I know it but every single time it creeps up on me like the psycho serial killer from the *Scream* movies and murders the sh\*t out of my Tuesday evening plans as I have to sit down to my homework – aka my monthly DBR column.

This time though I really couldn't shuffle my plans about as I was supposed to be heading south to pick up some new suspension that BC and I had to beg, borrow and steal to afford so I'm sat in the passenger seat right now going ton-up putting this thing out on an iPad. I'm not an experienced iPad user either and so this just feels like it's the longest text message ever!

I decided I don't want to talk about a couple of things that you would probably expect me to mention that have been pretty prominent recently. You'll know what they are and it would be so easy to write about but I feel they've had the hole ripped right out of them lately in the online social world. So I'm gonna try to completely avoid the first one and definitely can't be bothered subjecting you to any more of point #2 which has nothing to do with cottaging! So here goes...

So what's been happening? Well, we've hammered out a couple of rounds of the British championship at Lyng and Milton Park and finally kicked off the RBPNS at Landrake all in the last four weeks since my last ramblings and the results have been, well, steady. Steady is a pretty accurate word for it as it's not been outstanding too often but never dismal either and I'm sitting fifth with the top three well within reach at the halfway stage of the British campaign and sixth in the RBPNS after a sketchy opening round.

Lyng was a pretty decent day for me as I had a mistake free weekend and managed to get the first moto podium of my season. It's a little frustrating too to be fair though as I expected to have a few more by now but it's not worked out that way yet. I've been getting

pretty good starts this year but armpump has been my nemesis. It's been killing me at each round and I believe if I can get over that then I'll be all over it. That's why we're investing in this super-fancy-fandango suspension – to try and squeeze a little bit extra out of man and machine to make that next step because I just missed it at round four of the British at Milton Park where I missed the last step on the podium by a point.

That was a weekend plagued by mistakes though and to even get fourth overall was a bonus. In moto one I again struggled with bad armpump and put in a less than stellar performance but had a good thing going in moto two when I ducked and dived through the pack into second before crashing back to fifth. Then we had that new-but-old mixed race where the top 20 MX1 and top 20 MX2 from the day go into a final race to race for supremacy – and championship points.

We all got waxed by Karro but I was the leading MX2 guy for ages while running in sixth before late in the race I once again brain farted and ate sh\*t. I dropped two places back to eighth and ended the day with a 7-5-8! But that mixed race can either make or break the day for the 250F guys and I was fortunate enough to be a maker!

The Red Bull Pro Nationals started too and I again had an average weekend – one good race and one bad race. It was a fresh championship and so a fresh start and I wanted to kick this one off better than I did at FatCat for the British. I went to Landrake looking for two solid podiums but preferably a win!

By setting MX2 pole in qualifying I was the keen bean in the first race but after getting swamped on the uphill start by the 450s I didn't know what position I was in within the MX2 class. I could just see a bunch of guys in front of me and went ballistic early doors and I went down twice and sulked my way back to the van with a 15th in the back pocket. I made up for it in the

second race though as I battled at the front for the whole moto, eventually taking a third out of it. So I'm really hoping to improve on those scores at the second round at FatCat and I'll be crossing everything including my nuts that this is the end of my armpump!

Armpump is a cruel mistress and you can't help but bow down to it and become its bitch when it kicks in halfway through a moto. Some guys says it's painful but mine isn't like that. I literally just lose the grip in my hand and barely want to use the clutch or brake for the rest of the moto – sometimes I get myself into all sorts of knots as I try to ride as fast as I was. Some guys get surgery for it thinking that's the answer and they will never face the disappointment of having a race ruined by it ever again but they're wrong. I know of a few people now that have had the surgery and still get pumped up!

I believe it's in your head and bike set-up. When I used to ride 450s I was the armpump champion of the world but I now reckon that was thanks to hanging off the back of the thing like a stripper's tassel for the majority of the time. Last season I could have counted on one hand the amount of times I got it and so now I'm back on the hunt for that perfect set-up to help me get over it again.

And finally this month – bon voyage to Mr Lawless. He's taught me a lot in the handful of months that he's been on my contact list, like the meaning of the word emaciated, how to meet a deadline and the correct usage of the little '–' symbol after I had to Google it when he chuckled it about more than a ninja star in our first few correspondences and I felt I needed some of that sh\*t. So goodbye and good luck – it's been emotional (did I use it right?)...

*Donald Pump*  
#12!



# HEALING UP!

mac211

## BILLY'S PREPARING MENTALLY AND PHYSICALLY TO GET BACK IN THE SADDLE AND BANG OUT SOME WINS...

Words by Billy MacKenzie Photo by Matty Muir

Injured, feeling lazy and all the while being determined to stay fit! Work that one out! Having one arm really limits your daily routine. What was once a small job is now a huge task and getting the mental energy to do it even half-assed becomes a bit of a problem!

Showering is one of the main problems – actually, it is the main problem – so my general hygiene has taken a little knock these past few weeks. The only physical exercise I can manage at the moment is sitting on the static cycle down the gym each day. I sit and wonder why there isn't some special kind of seat that stops your man jewels from getting so worryingly numb after 45 minutes!

I've seen a bit of Ben Townley doing his recovery videos – it sucks being injured but recovery is something you just gotta do correctly so you come back stronger and more mentally focused. Sometimes an injury can work to your advantage mentally. It can make

you hungrier and you miss riding the bike so when you get back on it's a fresh start.

I've got plenty to do though – lot's of little things around the house that never get done, fixing my van or filling out paperwork. It's all part of growing up but for us who love motocross it gets a notch down the priority list when it's a bright sunny day and the bike is ready to ride! I went out to the track today and had a chin wag with the boys riding, gave them some tips and made plans for the next day. It just turns into a lifestyle.

We have a six-week break over here before our next round so with some good news in the next couple of weeks I should be able to do a few more normal things – like race! I'm hoping to be back for the next round but I need to be ready and feel confident. I have in the past so I'm just hoping I can try to get some podiums or wins towards the end of the season for Monster Energy Kawasaki over here – we've had a rough year as a team and I wanna put it right for them. It's hard being out of

the loop and it's so easy to get pissed off but I just wanna get back to where I was coming into the season.

The supercross season is definitely happening over here so I'm looking forward to getting in among it after my last ride last year. It took me a while after the first mud round to get the set-up right but we got there at the last one and it gave me the same buzz I had when I almost won my first ever supercross over here! I love supercross and I feel I'm ready to give it a proper shot this year. The venues sound pretty cool – there's going to be one at the Phillip Island MotoGP race so there should be a big crowd which will make it mad exciting!

Big Bill is home now but it was nice having family come visit – there's always someone we know cruising past. It's a small world, just a bigger country than where I was before...

Bill 11











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